City of Angels

Initial Study & Environmental Checklist
Southern Greenhorn Creek Road Extension
Right-of-Way

DATE: June 22, 2005

ASSESSOR'S PARCEL NOs. City of Angels APNs: 058-030-009; 062-014-040; 064-004-003; 064-004-005; 064-004-029; 064-011-019; and with Alternative B, 062-014-049 and could be added. County of Calaveras (within Sphere of Influence for City of Angels) APNs: 064-004-001; 064-004-021; 064-004-028; 064-004-030; 064-004-031; 064-005-052 (Alternative A only); 064-011-006; 064-011-014; 064-011-015; 064-011-020; 064-011-021; and 064-011-031.

SURFACE/MINERAL RIGHTS OWNER: City of Angels; Raymond Foppiano and Doris Shirley; Thomas Frederick; Tom and Cathy Gorden; Irene Gregorio; Matthew and Tracy Hatcher; Gerald and Jacqueline Heintz; Robert Helvey et al; Stephen Lewis et al; William and Sherri Lewis; Margaret Martineau; Raymond Pickup; Russel and Edgarda Pohle; Anthony Serva; Bruce and Cheryl Silva; and U.S. Bureau of Land Management (BLM). With Alternative B, Matthew and Tracy Hatcher would not be effected, but Anne Pecchenino Duda, and Leotice and Jimmie Ruth Wood would be added.

APPLICANT: City of Angels

LEAD AGENCY CONTACT:
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CONSULTANT CONTACT:
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PROJECT AND SETTING:

PROJECT PURPOSE

The purpose of this project is to coordinate with Calaveras County to include the route for future extension of Greenhorn Creek Road in Calaveras County planning documents, in order to protect the future right-of-way.

PROJECT DESCRIPTION:

FIGURE 1, VICINITY MAP:

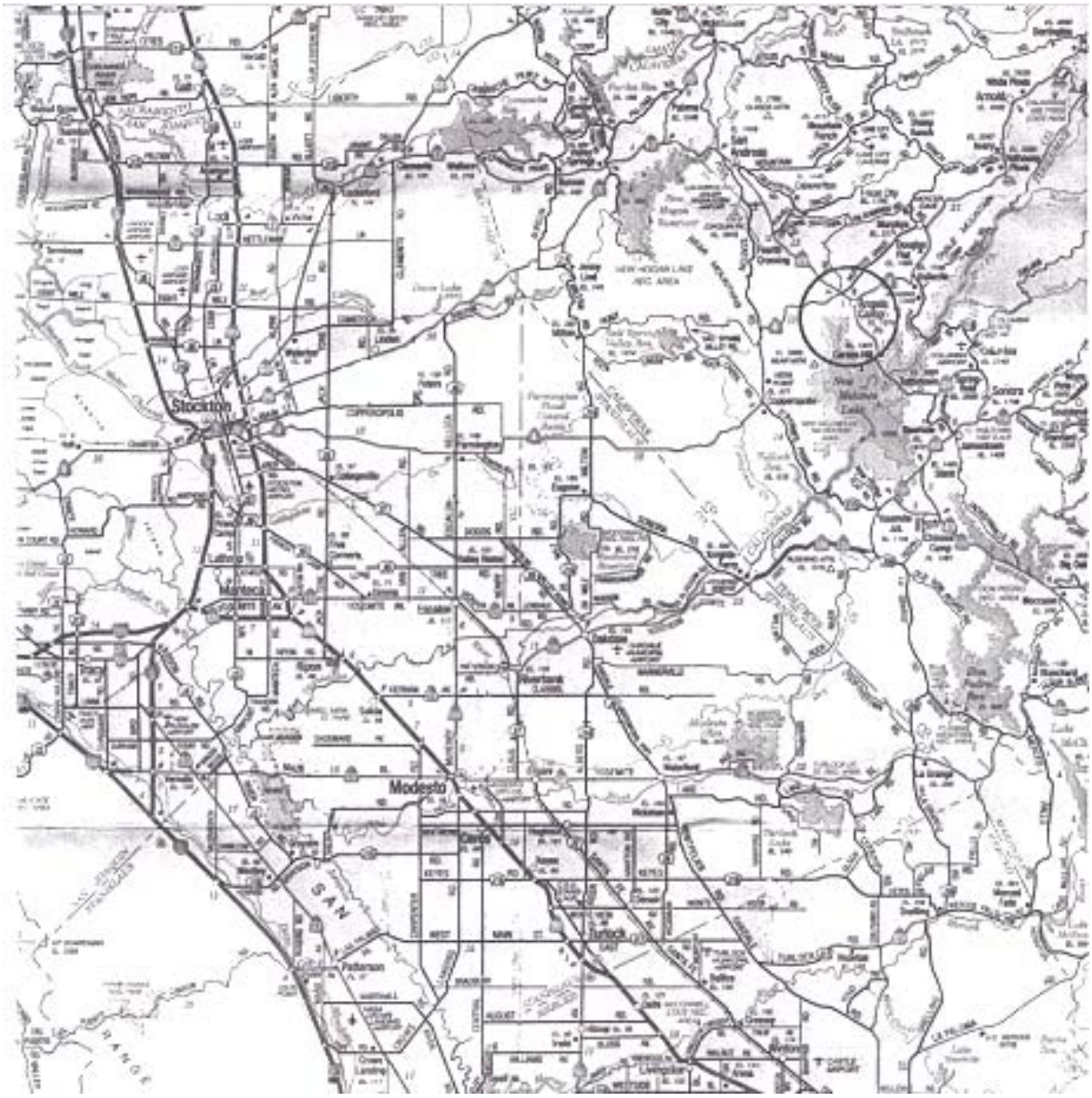
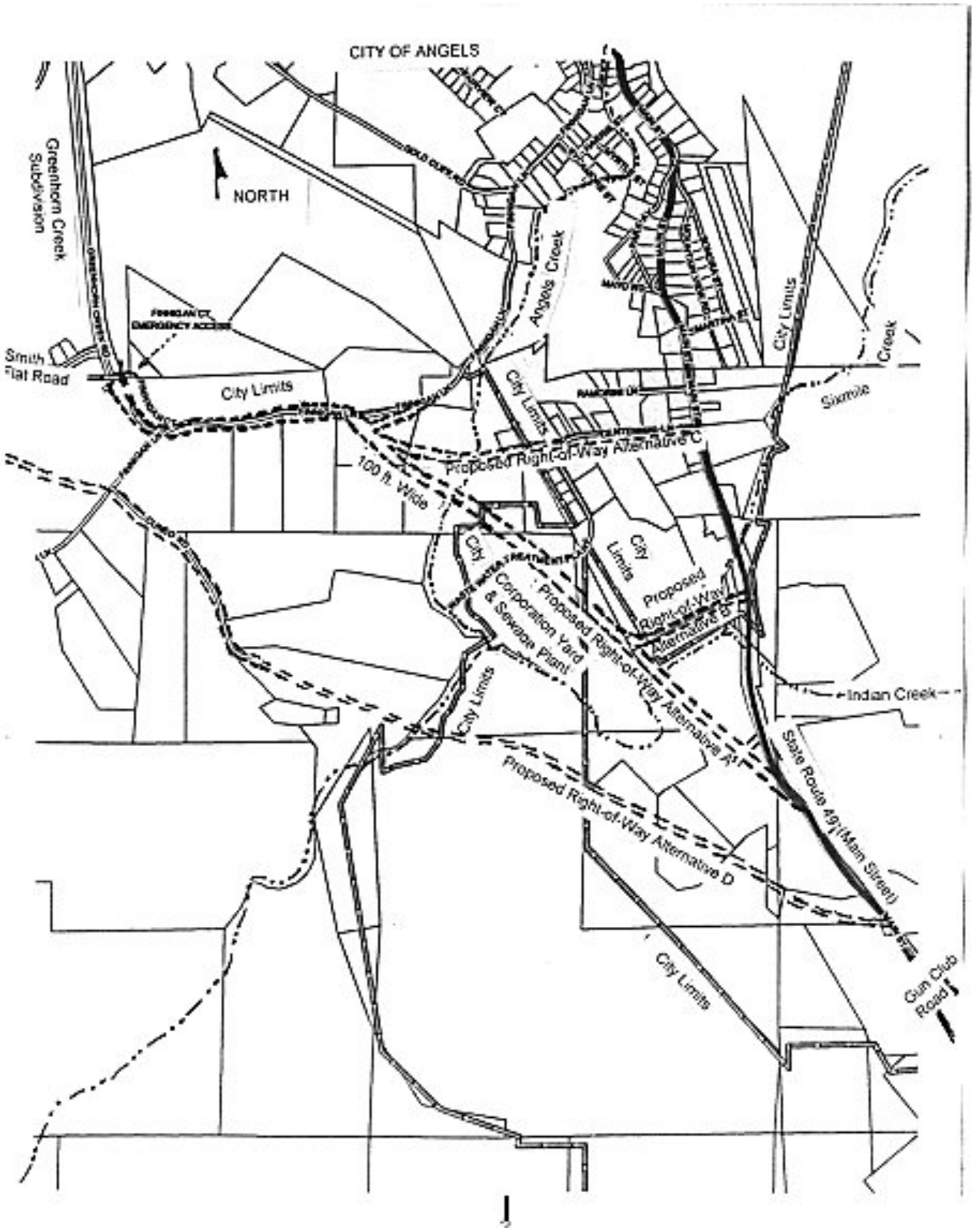


FIGURE 2, MAP of PROJECT ALTERNATIVE ROUTES:



Alternative A described below is the originally circulated project description. The discussion and analysis of other described Alternatives were requested by various landowners for the consideration of the decision making bodies.

PROJECT DESCRIPTION ALTERNATIVE A:

The City of Angels originally proposed the Southern Greenhorn Creek Road right-of-way extension project (OWP Project No. 04/05-11) to protect approximately 4,300 feet of City road right-of-way, to be 100 feet in width. The right-of-way project is needed for the future extension of Greenhorn Creek Road from its current terminus southeasterly along Finnegan Court and Finnegan Lane, through both City of Angels and County of Calaveras jurisdictional parcels, including the northeastern corner of the City of Angels Corporation Yard with the Wastewater Treatment Plant. From the City Corporation Yard the road right-of-way would cross southwest of Centennial Lane to connect southeasterly to State Route 49 (Main Street), south of the City Limits and north of Gun Club Road. The proposed encroachment onto State Route 49 would be at an oblique angle, at the top of a hill, on a curve to the south, with about 300 feet of site distance to the south. The road design within the right-of-way will be done in the future. The current driveway access to the City Corporation Yard may need to be relocated depending on future roadway design. The need for the proposed road right-of-way is to provide for a future alternative City street route to the west of Main Street (State Route 49) in Angels Camp, in order to relieve traffic congestion and provide the public and emergency vehicles safe access through the area in the event of wildland fires, flood hazards, or traffic accidents blocking Main Street (State Route 49). The proposed route would serve as an alternative City arterial or collector route, depending on future roadway design. In order to protect the proposed right-of-way from encroachment by future development, a resolution of support for the project is proposed for adoption by both the City Council and the County Board of Supervisors.

The 12.6± acre project site lies completely within the Sphere of Influence for the City of Angels. The project parcels within the City Limits are currently zoned RA (Residential Agricultural), except the City Corporation Yard and Wastewater Treatment Plant parcels that are zoned PS (Public Service) under the City Zoning Code. Parcels within County jurisdiction are zoned U (Unclassified). The County jurisdictional parcels are within the City of Angels Sphere of Influence that was adopted as a community planning area for the City land use designations in the County General Plan. Land Uses on most of these parcels are consistent with RA (Residential Agricultural) uses, except for Assessor's Parcel Number 064-004-031, which is zoned C2 (General Commercial) under Title 17 of the Calaveras County Zoning Code and has a commercial building located within this proposed right-of-way. If the City Council and County Board of Supervisors support a resolution for designation and protection of the proposed Greenhorn Creek Road right-of-way extension, then the City will request that the County amend the Circulation Element of the County General Plan to include the designated route. The approximate route for the road right-of-way extension project is already included in Table 19 of the Regional Transportation Plan (RTP) and already included in the Circulation Element of the City of Angels' General Plan. Once a right-of-way route is adopted by both the City and the County, the City could begin the process toward the purchase of right-of-way from affected landowners.

PROJECT DESCRIPTION ALTERNATIVE B:

The Alternate B Project Description is the environmentally superior alternative. It varies from the original City of Angels proposal for the Southern Greenhorn Creek Road right-of-way extension project (OWP Project No. 04/05-11) by protecting approximately 3,625 feet, instead of 4,300 feet of road right-of-way, to be 100 feet in width. From the City Corporation Yard the road right-of-way would still cross southwest of Centennial Lane, but would be altered through BLM land to swing east and not south, in a 30 m.p.h. curve, then adjacent to the power transmission line easement to connect easterly through private parcels to State Route 49 (Main Street), north and upstream of the confluence of Sixmile Creek with Indian Creek. The actual road design within the right-of-way would be done in the future. This alternative route would enter the State Highway at a right angle and have a better sight distance for an encroachment onto the State Highway, for a safer access than is available with Alternative A. The site distance at the Alternative B encroachment would be 500 to 600 feet in each direction up and down the Highway. The area of this encroachment would be into an improved, wider section of Highway 49 than is available in Alternative A. Across the Highway from Alternative B's proposed encroachment is the approximate location of the future southeast arterial road shown in the General Plan, which could allow four-way intersection improvements and signalization, if traffic warrants it in the future. This alternative route would cost less tax dollars for future road construction than Alternative A, because Alternative B would be 675 feet shorter than the route for Alternative A and the Alternative B route would not require a bridge over Sixmile Creek, which may be required below the creek's confluence with Indian Creek proposed for Alternative A. Unlike Alternative A, the Alternative B route would avoid future impacts within 100 feet of two of the four potentially impacted large Blue Elderberry bushes in the Alternative A route, which are potential habitat for the Federally listed "Threatened" species, the Valley Elderberry Longhorn Beetle. The Alternative B route would not require removal of a commercial building, would avoid potential impacts to the area surrounding a circa 1890 house and avoid impacts to three circa 1906 mining sites. The Alternative B right-of-way would reduce the impacted area from 12.6± acres for Alternative A, to 10.1± acres. The northern portion of the project description would remain as discussed in the original proposal for Alternative A above. All known, significant environmental issues could be avoided or mitigated with this alternative route.

PROJECT DESCRIPTION ALTERNATIVE C:

Another alternate right-of-way route, Alternative C, was considered because it is shorter than Alternative A and would not require a crossing at Sixmile Creek. From existing Finnegan Lane, the right-of-way would swing southeasterly, then nearly due east before reaching the City Corporation Yard. This route would still bridge across Angels Creek and then would tie into existing Centennial Lane. This alternative route would enter State Route 49 (Main Street) with improvements at the existing encroachment for Centennial Lane. Future roadway construction for Alternative C would require widening along the south side of Centennial Lane. This alternative would impact three houses, two of which are about 85 feet apart near the creek, and would require the removal of one of these houses, plus removal of another house at the bend in Centennial Lane for future roadway construction. This route would cover an entire lot at the Highway 49 (Main Street) encroachment and would traverse a prehistoric bedrock milling site located within the Alternative C alignment. It varies from the original City of Angels proposal for the Southern Greenhorn Creek Road right-of-way extension project (OWP Project No. 04/05-11)

by protecting approximately 3,900 feet, instead of 4,300 feet, of road right-of-way that would also be 100 feet in width. The Alternative C route would be 400 feet shorter than the route for Alternative A, but 275 feet longer than the route for Alternative B. Alternative C would not require a bridge over Sixmile Creek for future roadway construction. The Alternative C route would not require the future removal of a commercial building, would not impact the City's Corporation Yard, would avoid potential impacts from Alternative A to a circa 1890 house, avoid impacts to three circa 1906 mining sites, and avoid impacts within 100 feet of four large Blue Elderberry bushes potentially impacted by Alternative A, which are potential habitat for the Federally listed "Threatened" species, the Valley Elderberry Longhorn Beetle. The Alternative C right-of-way route would impact a total area of 9.0± acres. The northern portion of the project description would remain as discussed in Alternative A above. Because Alternative C would require the removal of two homes and impact a third home for future roadway construction, the cost of the Alternative C right-of-way would be much higher than the financial and social costs for Alternative B, which would avoid residential structures. Therefore, the Alternative C right-of-way was not considered an economical, environmentally or socially viable alternative, and no further analysis was done of this route.

PROJECT DESCRIPTION ALTERNATIVE D:

An earlier Alternative D route has been discussed as a State Highway Bypass route since at least 1983, and as recently as 1999. It was shown as the "far western alignment" by transportation consultants Fehr & Peers Associates, Inc., in their 1999 transportation route analysis for an Angels Camp highway bypass. The Alternative D route would connect from State Highway 4 west of the City Limits, west of the Greenhorn Creek subdivision, west of Finnegan Lane, cross outside the City's Sphere of Influence, cross lands south of the City Corporation Yard, pass through a recorded prehistoric and historic site, to connect to State Route 49 (Main Street) at a location south of the encroachment proposed for Alternative A. Although the California Department of Transportation, Caltrans, reviewed this alternative as a bypass route for several years, it was rejected from their preferred alternative bypass, which was selected to the east of Angels Camp. This alternative would be 4.8± miles long, five times longer than Alternative A, seven times longer than Alternative B, and with cost estimates to taxpayer dollars of up to 20 times more than Alternatives A or B. This alternative would still require a bridge over Angels Creek and may require a bridge over Greenhorn Creek. Because Alternative D meanders outside the City Sphere of Influence, the City would not be able to fund this alternative route, unless it could amend the City Sphere of Influence to include the proposed route for Alternative D. Future City growth is currently planned in both the City and County General Plans within the City Sphere of Influence. Extending a new road route outside the current Sphere of Influence would induce growth into agricultural areas not already planned for City growth. Inducing growth into designated agricultural areas could create a significant impact on the environment and on agricultural viability. Therefore, Alternative D was not considered an environmentally or economically viable alternative and no further analysis was done of this route.

NO PROJECT ALTERNATIVE:

If the "No Project" Alternative is chosen for the road right-of-way west of State Route 49 (Main Street), traffic consultants Fehr and Peers Associates, Inc. estimated in their 1998 report that

daily traffic counts on Main Street could climb to 16,400 trips per day by the year 2015, on the portion of Main Street between the south and north intersections with State Highway 4. This "No Project" Alternative would leave portions of Main Street at a Level of Service E, near gridlock, on most days by 2015. Therefore, the "No Project" Alternative was not considered a viable alternative for maintaining the traffic Level of Service that is targeted in the General Plan Circulation Elements for the City and County along State Route 49 (Main Street), which is utilized by most of Angels Camp's residents.

PROJECT LOCATION:

The project extends south of the Greenhorn Creek Subdivision, to an area south of the City of Angels and west of State Highway 49 in Calaveras County, California. Please see attached map. Assessor's Parcel Numbers along the western end of Finnegan Lane are: 058-030-009; 064-004-001; 064-004-029; 064-004-030; 064-011-006; 064-011-014; 064-011-015; 064-011-019; 064-011-020; 064-011-021; and 064-011-031. Assessor's Parcel Numbers along the western end of Centennial Lane are: 064-004-003; 064-004-005; 064-004-021; 064-004-028; and 062-014-040. Assessor's Parcel Numbers along the west side of State Route 49 (Main Street) are: 064-004-031 and 064-005-052. Alternative B would remove Assessor's Parcel Number 64-005-052 and would add Assessor's Parcel Numbers 062-014-049 and 064-004-023. The project is located within the Sphere of Influence for the City of Angels, Calaveras County, California, in a portion of Sections 3 and 4 of Township 2 North, Range 13 East, and Section 33 of Township 3 North, Range 13 East, of the Mount Diablo Base and Meridian.

SITE DESCRIPTION, SETTING AND SURROUNDING LAND USES:

The project elevation above mean sea level is 1,340 feet to 1,372 feet. The proposed project for viable alternatives A and B, consists of eighteen (18) parcels or (19) parcels, depending on project design. These parcels range in size from one (1±) to twenty-two (22±) acres. They are used for commercial, open residential, agricultural, and public land uses. To the north of the project site is the Greenhorn Creek subdivision. To the west and to the south of the project site are larger, open agricultural parcels with scattered residences consistent with Residential-Agriculture (RA) zoning uses. To the northeast of the project site, within the City Limits are single-family homes clustered close to Finnegan Lane and zoned for Single-family Residential (R-1) uses. To the Southeast along Centennial Lane are small-to mid-size lots zoned for Single-family Residential (R-1) uses and multiple lots zoned Suburban Commercial (SC) within the City and General Commercial (C2) within the County. The north side of Centennial Lane is developed with single-family homes located close to the roadway. Also to the southeast of the project site, across Main Street (State Route 49), is the Calaveras County Fair Grounds.

The proposed road right-of-way for all alternatives would run southeasterly connecting Greenhorn Creek Road from its southern terminus, along Finnegan Court, then along the western end of existing Finnegan Lane. A widening of the right-of-way along the western portion of existing Finnegan Lane is proposed. Finnegan Lane would be realigned in the project vicinity and would taper back to the existing roadbed on the eastern end of the project site. On the north side of Finnegan Lane is a seasonal creek that passes under the roadway in a culvert. The right-of-way passes through both City of Angels and County of Calaveras jurisdictional parcels. Alternatives A and B would traverse the northeastern corner of the City of Angels

Corporation Yard, pass by the City's wastewater treatment plant. In the northeastern portion of the City Corporation Yard is another seasonal creek, which may be impacted by future development of a road in the proposed right-of-way. The driveway access to the City Corporation Yard may need to be relocated depending on roadway design. From the City Corporation Yard the road right-of-way for Alternatives A and B would cross south of Centennial Lane, under power transmission lines on a BLM parcel, to connect southeasterly to State Route 49 (Main Street), south of the City Limits, south of Centennial Lane, and north of Gun Club Road. The road right-of-way would cross over Angels Creek and over Sixmile Creek, either below its confluence with Indian Creek (as originally proposed in Alternative A) or above the confluence of Sixmile and Indian Creeks as proposed in Alternative B. Both Angels Creek and Sixmile Creek are U.S.G.S. designated blue-line perennial streams. Indian Creek is U.S.G.S. designated blue-line intermittent stream. Angels Creek, Sixmile Creek, and a seasonal stream north of Finnegan Lane were flowing during site inspections on May 10 and 13, 2005. A bridge will be needed for future roadway construction over Angels Creek for all alternatives. A bridge may be needed over Sixmile Creek for Alternative A. The originally proposed right-of-way for Alternative A crosses through rock outcroppings and mature Valley oaks at Sixmile Creek.

Many of the subject parcels proposed for the road right-of-way have been developed with homes, garages, barns and other outbuildings. Five residentially zoned structures are located within 100 feet of the proposed right-of-way for Alternative A, the closest being 63 feet from the proposed right-of-way. Additionally, three or four structures in the City Corporation Yard may eventually need to be moved for future development of the proposed right-of-way for both Alternatives A and B. An existing propane tank is located in the affected right-of-way at 1961 Finnegan Lane, and may need to be moved to accommodate future roadway development for all alternatives.

The Zonings, General Plan Land Use designations, land uses, and acreages of the parcels subject to proposed Alternatives A and B, which are the only economically, environmentally and socially viable alternatives, are summarized in Table A as follows:

TABLE A
Land Use Designation and Zoning Summary

Assessor's Parcel No. & Owner	Existing General Plan	Existing Zoning	Existing Land Use	Parcel Total Acreage ±
058-030-009 T. Frederick	City RS	City RA	structures	5.16±
062-014-040 M. Martineau	City RS	City RA	residential	10.57±
064-004-001 I. Gregorio	County R-S-Mn	County U CASIP RA-5 & ME	vacant	12.56±
064-004-003 City Angels	City PS	City PS	City Corp. Yard	1.06±
064-004-005 City Angels	City PS	City PS	City Sewage Treatment Plant	15.79±
064-004-021 U. S. BLM	County R-S	County U CASIP RA	vacant	12.45±

064-004-028 G.& J. Heintz	County R-S	County U CASIP RA	vacant	1.53±
064-004-029 A. Serva	City RS	City RA	structure	0.77±
064-004-030 A. Serva	County R-S	County U CASIP RA	vacant	0.89±
064-004-031 B. & C. Silva	County C	County C2	residential (2) & commercial bldg	14.70±
064-005-052 M.&T.Hatcher	County R-S	County U CASIP RA	vineyard	5.01±
064-011-006 S. Lewis etal	County R-S	County U CASIP RA	residential (2) & ranchette	11.74±
064-011-014 T.&C.Gorden	County R-S	County U CASIP RA	residential & ranchette	5.09±
064-011-015 R. Pickup	County R-S	County U CASIP RA	vacant	5.22±
064-011-019 R. Foppiano & D. Shirley	City RS	City RA	structures	6.42±
064-011-020 W.& S. Lewis	County R-S-Mn	County U CASIP RA-5 & ME	vacant	5.12±
064-011-021 R. & E. Pohle	County R-S-Mn	County U CASIP RA-5 & ME	residential	5.10±
064-011-031 R.Helvey etal	County SP	County U CASIP RA	residential	22.25±
062-014-049 L. & J. Wood	City C	City SC	structures	2.39±
064-004-023 A. Pecchenino	City C	City SC	vacant	0.88±
Assessor's Parcel No. & Owner	**Existing General Plan**	**Existing Zoning**	**Existing Land Use**	**Parcel Total Acreage ±**
			Total Acreage	**144.70±**

KEY to TABLE A:

Calaveras County

General Plan Land Use Designations in City of Angels Sphere of Influence Plan (CASIP)

- All
- R-S (Residential Suburban)
- R-S-Mn (Residential Suburban-Mining)
- PS (Public Service)
- SP (Special Planning)
- C (Commercial)

County Consistent Zoning for County Designated CASIP

- U (Unclassified)
- RA (Residential Agriculture)
- RA-5 & ME (Residential Agriculture-5 Acre Density & Mining Operation)
- PS (Public Service)
- Special Plan required for Zone
- C2 (General Commercial)

City of Angels

General Plan Land Use designations	City Zoning
RL (Residential Low Density)	RA (Residential Agricultural)
PS (Public Sites)	PS (Public Service)
C (Commercial)	SC (Suburban Commercial)

The Alternative B route proposed above for consideration by the City and County decision making bodies would change the area of impacts to the individual parcels along the route as follows:

TABLE B
Alternatives A and B Right-of-Way Areas

Assessor's Parcel No. & Owner	Existing Land Use	Parcel Total Acreage ±	Acreage ± in Alternative B R-O-W	Acreage ± in Alternative A R-O-W
058-030-009 T. Frederick	structures	5.16±	0.26±	0.26±
062-014-040 M. Martineau	residential	10.57±	0.13±	0.13±
064-004-001 I. Gregorio	vacant	12.56±	0.98±	0.98±
064-004-003 City Angels	City Corp. Yard	1.06±	0.37±	0.37±
064-004-005 City Angels	City Sewage Treatment Plant	15.79±	1.77±	1.77±
064-004-021 U. S. BLM	vacant	12.45±	0.92±	0.92±
064-004-028 G.& J. Heintz	vacant	1.53±	0.004±	0.004± alternate driveway
064-004-029 A. Serva	structure	0.77±	0.00±	0.00± existing roadbed
064-004-030 A. Serva	vacant	0.89±	0.00±	0.00± existing roadbed
064-004-031 B. & C. Silva	residential (2) & commercial	14.70±	1.19±	2.98± Hiway encroach.
064-005-052 M.&T.Hatcher	vineyard	5.01±	0.00± no impact	0.34± Hiway encroach.
064-011-006 S. Lewis etal	residential (2) & ranchette	11.74±	0.50±	0.50±
064-011-014 T.&C.Gorden	residential & ranchette	5.09±	0.27±	0.27±
064-011-015 R. Pickup	vacant	5.22±	0.21±	0.21±
064-011-019 R. Foppiano & D. Shirley	structures	6.42±	1.84±	1.84±
064-011-020 W.& S. Lewis	vacant	5.12±	1.66±	1.66±
064-011-021 R. & E. Pohle	residential	5.10±	0.01±	0.01±

064-011-031 R.Helvey etal	residential	22.25±	0.37±	0.37±
062-014-049 L. & J. Wood	structures	2.39±	0.09± Hiway encroach.	0.00± no impact
064-004-023 A. Pecchenino	vacant	0.88±	0.13± Hiway encroach.	0.00± no impact
Assessor's Parcel No. & Owner	**Existing Land Use**	**Parcel Total Acreage ±**	**Acreage ± in Alternative B R-O-W**	**Acreage ± in Alternative A R-O-W**
	Total Acreage	**144.70±**	**10.07±**	**12.61±**

(Note: Alternate A has 12.61± acres / 144.70± = 8.7% of parcel area; and
Alternate B has 10.07± acres / 144.70± = 7.0% of parcel area)

On-site vegetation consists primarily of an overstory of oaks, including Valley, live, and blue oaks. An unusual, large, double trunk Morehus (Oracle) oak is also located at Finnegan Lane. The understory has manzanita, buckbrush, non-native annual grasses and various other non-native plants. Blackberry thickets, willow, rushes and Valley oaks border the creeks. Six isolated elderberry bushes were found within and adjacent to the proposed right-of-way. Elderberries with stems greater than 1" diameter provide potential habitat for the Federally listed "Threatened" species, the Valley Elderberry Longhorn Beetle. The location of each elderberry bush within or near the right-of-way was triangulated with a Global Positioning System (GPS) to record the location coordinates, as noted in the Biological Survey "*Plants and Animals of South Greenhorn Creek Right-of-way Extension Angels Camp, CA, A Biological Survey*" found in Appendix B of this report.

The Natural Diversity Data Base Division of State Fish and Game reports that two special status species are found within the Angels Camp U.S.G.S Quadrangle, the Tricolored Blackbird and Button's Sierra Sideband Snail. No Tricolored Blackbirds were found on the project site. No suitable nesting habitat for the Tricolored Blackbird was found on the project site. No Button's Sierra Sideband Snail was found on the project site and no suitable habitat for the Button's Sierra Sideband Snail was found on the project site. However, the Coopers Hawks seen on the BLM and City Corporation Yard portions of the project site are listed by the State Department of Fish and Game as "California Species of Concern". The only raptor nest observed in the proposed right-of-way was a Cooper's Hawk nest found above Angels Creek on the northern fence line of the City Corporation Yard near the project site. Six mature elderberries were also identified on the project site, as noted in Appendix B of this report.

Found near the creek channels were tailing mounds from placer mining. Outside of the project boundaries immediately northwest of Finnegan Lane are foundations and related remnants of an old stamp mill associated with the Gold Cliff Mine, which was recorded in 2003 by Davis-King Associates. Other Gold-Rush era mines are located nearby, including the former site of the Specimen Hill, North Star, Dolling and War Eagle Quartz Mines. An old mining ditch with white quartz and placer-mined piles are located on the northern portion of the BLM parcel. An old stamp mill and mine site is found on the central portion of the BLM parcel. According to a neighbor, a tree fell through roof of the stamp mill about six years ago. An old house on the Silva parcel was constructed circa 1890 and an old powder house (with manmade, unbaked brick, eroded by weather, cast iron eyelets for steel door, corrugated roof) was constructed circa

1906. These old buildings could be impacted by the two encroachments proposed in Alternative A to connect to State Highway 49. Three mines on the Silva parcel date to circa 1906 and could be impacted by Alternative A. The Excelsior Mine is about 200 feet long, runs north to south through greenstone and quartz found in the center of a hill proposed for the road right-of-way, and has an opening facing Sixmile Creek on the north. A second mine is found on a hill north of the Silva homes and south of the originally proposed Sixmile Creek crossing, opening to the west on the center of the hill, in right-of-way proposed. The third mine is located uphill of a new commercial building and has a trench leading to a tunnel under State Highway 49. The proposed right-of-way would clip off a portion of the new commercial building on the Silva parcel. A neighbor reported that a Gold Rush era tent town, associated with Joaquin Murietta, was located near the confluence of Indian Creek and Sixmile Creek. Placer mining is evident in this area.

OTHER PUBLIC AGENCIES WHOSE APPROVAL MAY BE REQUIRED:

In addition to the City of Angels and the County of Calaveras approvals, the following public agency approvals may also be required for future development of the proposed roadway, including the crossing of Angels and Sixmile Creeks and the connection to State Route 49. The following permits shall be secured prior to commencement of project construction as required by the jurisdictional agencies.

TABLE C, JURISDICTIONAL PERMITS

Permit	Agency & Contact
Federal Clean Water Act, Section 404 Permit and/or Rivers and Harbors Act, Section 10 Permit	U.S. Army Corps of Engineer, Kathy Norton, Regulatory Branch Sacramento District, 1325 "J" Street Sacramento, CA 95814-2922;
Federal Clean Water Act, Section 401 Permit	California Regional Water Quality Control Board, Region 5, 11020 Sun Center Drive #200 Rancho Cordova, CA 95670-6114
Water Quality Certification and Storm Water Discharge Permit	California Regional Water Quality Control Board, Region 5, Storm Water Permitting Unit 11020 Sun Center Drive #200 Rancho Cordova, CA 95670-6114
Streambed Alteration Agreement, State Fish and Game Code, Section 1600, et seq.	California Department of Fish and Game, Region 2, Kent Smith 1701 Nimbus Road, Rancho Cordova, CA 95670
Special Use Permit (for road construction and maintenance)	U.S. Bureau of Land Management 63 Natoma St., Folsom, CA 95630
Endangered Species Consultation, ESA, Section 7	U.S. Fish & Wildlife Service, Endangered Species Office 2800 Cottage Way, W-2730, Sacramento, CA 95825; And/or CA Dept of Fish and Game, Region 2, Kent Smith. 1701 Nimbus Road, Rancho Cordova, 95670

Burn Permits	Calaveras County Air Pollution Control District 891 Mountain Ranch Road, San Andreas, CA 95249; and/or Altaville CDF Station Highway 49 (Main Street) or P. O. Box 182 Altaville, CA 95221
Highway Encroachment Permit	Caltrans, District 10 Attn: Michael Rodrigues Right-of-Way 1976 East Charter Way, Stockton, CA 95205
Road Encroachment Permits	City of Angels Public Works Department P.O. Box 667, Angels Camp, CA 95222 (And/or) County of Calaveras Public Works Department 891 Mountain Ranch Road, San Andreas, CA 95249
Grading Permits	City of Angels Public Works Department P.O. Box 667 in Angels Camp, CA 95222 (And/or) County of Calaveras Public Works Department 891 Mountain Ranch Road in San Andreas, CA 95249

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the report on the following pages. Although the project as originally proposed could have had significant effect on the environment, there will not be a significant effect in this case, because revisions in the project proposal and project conditions have been made by or agreed to by the project proponent to alter the project to avoid potentially significant impacts. Therefore, a Negative Declaration has been prepared for the proposed project.

☒ Aesthetics	☐ Agriculture Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology /Soils
☒ Hazards & Hazardous Materials	☒ Hydrology / Water Quality	☐ Land Use / Planning
☐ Mineral Resources	☒ Noise	☐ Population / Housing
☐ Public Services	☐ Recreation	☒ Transportation/Traffic
☐ Utilities / Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION: (Completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR or NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR or NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature Kaye Simonson, Date
Environmental Coordinator/Planning Director
City of Angels

EVALUATION OF ENVIRONMENTAL IMPACTS, ISSUES OR TOPICS:

Appendix G, the Environmental Checklist Form, of the State CEQA (California Environmental Quality Act) Guidelines asks questions about various potential environmental impacts. Those questions and the appropriate answers are included in the following sections of this Initial Study for a Negative Declaration.

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported by the referenced information sources that show the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer is explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) The Lead Agency has incorporated, where possible, into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document has, where appropriate, included a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list is attached, and other sources used or individuals contacted are cited in the discussion.

8) The explanation of each issue identifies:
   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

I. AESTHETICS: The Environmental Checklist, Appendix G, of the State CEQA Guidelines asks the following questions:

I. -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☒	☐	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☒	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

I a) ***"Would the project have a substantial adverse effect on a scenic vista?"***

The project would not have a significant impact on scenic vistas, because the project area has not been designated a scenic vista by any local or state agencies. Roadways, by their nature, are flat and do not intrude into the skyline of a project site. Therefore, no significant adverse effects on scenic vistas are anticipated.

I b) **"*Would the project* substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?"**

State Highway 49 has been designated as a Scenic Highway by the Calaveras County General Plan and is included in the "Master Plan for State Scenic Highways". Large, mature, oaks are located within the project boundary. Removal of a significant number of these trees or damage leading to destruction of the trees resulting from ground disturbances associated with future construction of the roadway could result in an adverse impact to this scenic resource. Future roadway construction may require removal of approximately 410 mature or significant trees currently located within the proposed right-of-way for both Alternatives A and B. Please note the list of existing trees found in Appendix B of this report. Mature native trees will be retained on the project site wherever possible through roadway design. In addition to oak trees, vegetation to be removed will consist mostly of non-native agricultural grasses and other non-native species on the project site. The applicant will compensate for oaks removed during future roadway construction by planting additional sapling oaks along the edges of the proposed right-of-way. The applicant will avoid mature oak root zones to the maximum extent feasible during future cutting and filling activities. Best management practices will be utilized to protect the root zones of the mature oaks in conjunction with construction. Requirements for avoiding mature oaks will be incorporated into the conditions of project approval and are expected to reduce this potential impact to a level of less than significant. Alternative B would not remove any known rock outcroppings, historical buildings or pre-historical sites from the project site. Alternative A has the potential to remove or impact known rock outcroppings and a historical building on the project site. Although Alternative B would have the fewest impacts, less than a significant impact is expected to State Highway 49, located within the vicinity of either Alternative A or B. The roadway project, although visible from other roadways and nearby homes, will have road cuts reseeded or revegetated for erosion control, in accordance with standards established by the City and County. Because mature native trees and significant trees will be retained on the project site wherever possible; and sapling oaks will be replanted to mitigate the loss of mature oaks where they cannot be avoided by future roadway construction; and these provisions will be required as conditions of project approval; less than a significant impact to scenic resources along Scenic Highway 49 is anticipated.

I c) **"*Would the project substantially degrade the existing visual character or quality of the site and its surroundings?"***

The project site is visible from Greenhorn Creek Road, Smith Flat Road, Finnegan Court, Finnegan Lane, Cuneo Road, Centennial Lane, Main Street (State Route 49), and adjoining parcels. The project site is bounded by other rural residential or agricultural parcels on the south and west, as well as developed single-family residential parcels to the north and east. The proposed road right-of-way would be extended into areas currently visible, but not yet accessible for the public, which will increase the visual exposure of adjacent properties following roadway construction in the future. The project proposes to involve the right-of-way portions of six to eight parcels within the City Limits and right-of-way portions of eleven or twelve parcels within County jurisdiction in roadway related entitlements for the protection of the right-of-way for the proposed

project. Future road construction will not significantly change the visual character of the project site, since other roadways already meander through the largely agricultural and rural residential character of this neighborhood. Trees will be protected as noted in Section 1(b) above. The visual character of the mostly rural parcels within the project site will not be significantly altered by the protection of this road right-of-way. The General Plans for the City of Angels and for Calaveras County have existing established standards for development on the subject parcels. Their respective Zoning Code regulations and standards by which development can occur within the project area will not be changed for the proposed road right-of-way project. Any future street signage must be consistent with the existing City and County adopted standards. Therefore, less than significant impacts to visual quality are anticipated from approval of the project as proposed.

I d) **"*Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?"***

The project would have less than a significant impact on substantial light or glare, because the project site will require any future street lighting to be designed to be aimed down at the project site, be shielded from the sky, shielded from spreading off the project site and, therefore, will not glare onto adjacent parcels in accordance with a condition required for project approval. Therefore, no significant impacts to scenic resources are anticipated from light or glare.

I. Conditions of Project that address Aesthetics:

1. Mature native oak trees and other significant trees shall be retained on the project site wherever possible through roadway design, although mature native trees will need to be removed from areas necessary for development of the new roadway or widening of existing roadways on the project site.

2. The applicant shall avoid the root zones of mature oaks and other significant trees to the maximum extent feasible during future cutting and filling activities. Best management practices shall be utilized to protect the root zones of the mature oaks and significant trees in conjunction with new construction.

3. Where mature native oak trees or significant trees must be removed, they shall be inventoried prior to project construction by a qualified biologist, registered professional forester or licensed arborist. Replant five new sapling trees for each mature tree to be removed, with like species along the edges of the proposed right-of-way. These replacement trees shall be located to screen existing homes from the view of the roadway to be constructed. The mature native oak trees or significant trees disturbed by the proposed project shall be revegetated upon completion of the on-site construction and excavation, as follows:

a. Replanting of native trees and significant trees shall be completed after October 1 and prior to March 15 following the construction year.

b. Native oak trees and other significant trees removed for roadway construction shall be planted in a ratio of five new sapling trees for each mature tree removed to restore degraded areas on the project site. Trees shall be planted about 15 feet apart. Trees shall be placed in appropriate conditions for the individual species, in groupings to form plant communities.

c. Mature native oak trees or significant trees removed from the project site shall be replanted within the right-of-way corridors. Native oak or significant tree species for revegetation shall include the following: Big-leaf Maple; White Alder; Blue Elderberries; Incense Cedar; Canyon Live Oak; Blue Oaks; Valley Oaks; Morehus (Oracle) Oak; Interior Live Oak; California Black Walnut; Oregon Ash; Ponderosa Pine; Foothill Gray Pine; Fremont Cottonwood; and Willow.

d. All revegetated areas shall be mulched with materials, such as bark or wood chips, which promote water retention and reduce water loss from evaporation.

e. The mature native oak trees or significant trees to be retained near project construction shall be protected with bright colored temporary fencing near the construction site or replanted in areas as required by the City. Replanted trees shall be maintained on the project site for a period of not less than seven years. The project applicant shall be responsible for maintaining revegetated trees in a healthy and attractive condition. Dead or dying plants shall be replaced with materials of equal size and similar variety.

f. A qualified biologist, registered professional forester or licensed arborist shall monitor the health of all plants on the project site at least once each year. The project applicant shall submit an annual statement from a biologist verifying compliance with this provision to the State Department of Fish and Game.

g. The State Department of Fish and Game shall be provided access to the revegetation site during the seven-year monitoring period.

h. Any fencing around the project site shall be maintained in good repair to prevent unauthorized motorized vehicles from disturbing the revegetation areas.

j. A minimum survival rate of at least 50 percent of the native trees must be maintained throughout the seven-year monitoring period and at the end of the monitoring period, or the monitoring period shall be extended one more year for each year that less than a 50 percent survival rate is found by the monitoring biologist.

4. Future road development on the project site shall have road cut and fill slopes reseeded or revegetated to stabilize the slopes prior to October 15 of the construction year, in accordance with standards established by the City and County.

5. The City of Angels and the Calaveras County General Plans and Zoning Codes shall serve as both policy and regulatory documents to govern development along the proposed roadway.

6. Any future street signage shall be consistent with the existing City and County adopted standards.

7. Any street lighting within the proposed right-of-way shall be designed to be aimed down at the project site, be shielded from the sky, and shall not direct light or glare onto adjacent parcels.

Mitigation Monitoring: Replanted trees shall be maintained on the project site for a period of not less than seven years. A qualified biologist, registered professional forester or licensed arborist shall monitor the health of all plants on the project site at least once each year. The project applicant shall submit an annual statement from a biologist verifying compliance with this provision to the State Department of Fish and Game. A minimum survival rate of at least 50 percent of the native trees must be maintained throughout the seven-year monitoring period and at the end of the monitoring period, or the monitoring period shall be extended one more year for each year that less than a 50 percent survival rate is found by the monitoring biologist. The State Department of Fish and Game shall be provided access to the revegetation site during the seven-year monitoring period.

II. AGRICULTURE RESOURCES: The Environmental Checklist, Appendix G, of the State CEQA Guidelines asks the following questions:

II. "*In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland*":	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California	☐	☐	☐	☒

Resources Agency, to non-agricultural use?				
b) Conflict with existing zoning for agricultural use or a Williamson Act Contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☒	☐

II a) ***"Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?"***

On-site soils include portions of the Guenoc-Stonyford Association and the Auburn-Argonaut Association. Auburn-Argonaut soils are considered marginally suited to cultivation, but only if irrigated, and may be moderately suitable for range use. Guenoc-Stonyford soils are considered unsuitable for cultivation, but are moderately suitable for range use, according to the United States Department of Agriculture (USDA) Soil Conservation Service report and "*General Soil Map, Calaveras County, California, July 1966*". Neither soil type is considered a prime agricultural soil.

The property is identified as neither Important nor Unique Farmland and is not designated as farmland of statewide importance by the Department of Conservation. The largest of the eighteen subject parcels is 22.25+ acres in size. The County of Calaveras has established 50 acres as the minimum viable agricultural unit in non-prime soils to qualify for a Williamson Act Land Conservation Contract. None of the subject parcels meet that fifty-acre minimum, or the minimum size of forty acres required by Section 66474.4 of the State Subdivision Map Act to be considered a commercially viable agricultural parcel in these non-prime soils for a Williamson Act Land Conservation Contract. The Calaveras County General Plan Conservation Element does not designate the project area as agricultural lands. Therefore, no significant impacts to important or unique agricultural lands are anticipated from this project.

II b) ***"Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?"***

ZONING:
No changes to the existing Zoning are proposed within the project site. The proposed project right-of-way for all alternatives lies completely within the Sphere of Influence for the City of Angels. The project parcels within the City Limits are currently zoned RA (Residential Agricultural), except the City Corporation Yard and Wastewater Treatment Plant parcels that are zoned PS (Public Service) under the City Zoning Code. Assessor's Parcel Numbers 062-014-049 and 064-004-023 for proposed Alternative B are zoned SC (Suburban Commercial). Parcels within County jurisdiction are zoned U (Unclassified), but within the City of Angels Sphere of Influence Plan, which was adopted

as Land Uses into the County General Plan, the land uses are consistent with RA (Residential Agricultural) zoning, except for Assessor's Parcel Number 064-004-031, which is zoned C2 (General Commercial), under Title 17 of the Calaveras County Zoning Code. The current zoning of most of the subject parcels does not exclude agricultural uses. None of the subject parcels are zoned exclusively for agricultural uses. Agricultural uses may continue as they currently do, excepting in the proposed road right-of-way after a roadway is constructed in the future. Therefore, the project has no conflict with agricultural zoning.

WILLIAMSON ACT:
The site is not subject to any Williamson Act Contract. The project parcels were designated for future growth by their inclusion into the City of Angels' Sphere of Influence and pre-designated by the City's General Plan and the County's Community Plan for future residential development, public services, or commercial development. The project site was not designated for future agricultural uses or for open space uses. As noted in Section II (a) above, the largest of the eighteen subject parcels is 22.25± acres in size. The County of Calaveras has established 50 acres as the minimum viable agricultural unit in non-prime soils to qualify for a Williamson Act Land Conservation Contract. None of the subject parcels, or the parcels immediately adjacent to the project parcels, meet that fifty-acre minimum, or the minimum size of forty acres required by Section 66474.4 of the State Subdivision Map Act to be considered a commercially viable agricultural parcel in these non-prime soils for a Williamson Act Land Conservation Contract. Therefore, less than a significant impact on current or future Williamson Act lands will occur with the project as proposed.

Because no Zone change is proposed, and the City and County Zoning Codes protect existing, legal nonconforming land uses, such as any agricultural land uses and their related structures, even after a zoning change might be approved in the future, no Williamson Act lands or potential Williamson Act lands would be affected by the proposed project. Therefore, project would have no significant impact on Williamson Act or agriculturally zoned lands.

II c) "Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?"

The proposed project is to protect the proposed road right-of-way. Roadways already serve portions of the rural neighborhood adjacent to the project site. None of the parcels in the proposed project site, and none of the surrounding and adjacent parcels to the project site, are under Williamson Act Land Conservation contracts or are classified as prime or important farmland soil areas.

The extreme southern portion of the project site currently is cultivated as a vineyard only at State Highway 49. Dust concerns raised by the vineyard property owner have been addressed in the Section III, the Air Quality section of this report. Alternative A would impact a small corner of the vineyard by the proposed encroachment onto State Highway 49. Alternative B would have no impact on the vineyard as proposed. The

project site has minor use for livestock grazing on 22 acre or less on ranchettes located on the western side of the project site. All alternatives proposed would eventually allow a road to be built over portions of small acreage pasturelands. Numerous single-family residences surround the area on the east and north. Commercial lands are also located to the east of the project site. As a result of the small parcel sizes and proximity to urban development, the future use of the site for commercially viable rangeland is unlikely and, given the encroachment of residences on several of the subject parcels, commercial rangeland is economically impracticable within the project site. The 12.61± acre-maximum area of the project to be impacted by the proposed right-of-way would consist of only 0.009 percent of the agricultural lands identified in Table II-2 of the Calaveras County General Plan. This is a less than significant percent of the County's agricultural lands.

Section 17.15 of the Angels City Zoning Code, Residential Agriculture, states that customary farming practices may continue as a permitted use in the areas so zoned. Another provision is the County of Calaveras' adopted Right-to-Farm Ordinance, found in Title 14, which protects existing agricultural land uses from the encroaching development on adjacent parcels.

Therefore, the project would have less than a significant impact on farmlands because no public utilities will be extended closer than 100 feet from any adjacent Williamson Act Land Conservation contracted lands and any other significant farmlands adjacent to the project site. Therefore, the project would not lead to conversion of significant farmlands adjacent to the project site and would have less than a significant impact on the conversion of adjacent farmlands to non-agricultural uses.

II. Project Conditions that address Agricultural Resources:

No mitigation for agricultural resources is needed.

III. AIR QUALITY: The Environmental Checklist, Appendix G, of the State CEQA Guidelines asks the following questions:

III. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or				

projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people	☐	☐	☒	☐

III a) "Would the project conflict with or obstruct implementation of the applicable air quality plan?"

The Calaveras County Air Pollution Control District has reviewed the proposed project. In a personal communication, the District relayed the requirements for the project to comply with Air Quality standards. Both ozone (O3) and particulate matter (PM10 and PM2.5) are existing air quality non-attainment problems in Calaveras County, including the Angels Camp basin. The Calaveras County Air Pollution Control District is under the jurisdiction of the California Air Resources Board (CARB), which has adopted several attainment plans to achieve state and federal air quality standards in compliance with the California Clean Air Act (CCAA) and the federal Clean Air Act Amendments (FCAAA). The U.S. Environmental Protection Agency (USEPA) established national ambient air quality standards (NAAQS) in response to the federal Clean Air Act (FCAA) of 1970 to include attaining state and federal standards for ozone, coarse and fine particulate matter. Standards were established by USEPA for six pollutants, termed "criteria" pollutants at levels necessary to protect public health and protect from degradation of the environment. The six criteria pollutants include ozone (O3), coarse particulate matter--less than 10 microns in diameter (PM10) or fine particulate matter--less than 2.5 microns in diameter (PM2.5). Course particulate matter in the air is identified as PM10. Finer particulate matter in the air that can be inhaled into lungs is identified as PM2.5. Ozone emissions can come from automobile exhaust. Air borne particulate matter can come from blowing dust and smoke.

Calaveras County is among the counties listed as containing serpentine and ultramafic rock. Serpentine is an ultramafic rock that can contain naturally occurring asbestos fiber veins. Asbestos fibers that become airborne have been linked to lung cancer. However, no serpentine or ultramafic rock was found within the project area. Therefore, the impacts to air quality from naturally occurring asbestos during project construction are expected to be less than significant. Vehicles driving over serpentine gravels bearing asbestos fibers can cause these fibers to become airborne, thereby creating a health risk. No serpentine bearing crushed rock will be utilized on driving surfaces on the project site, which could generate asbestos dust fibers that are a known lung carcinogen.

The designation of a road right-of-way will not, itself, create any impact on air quality. However, the future construction of a roadway in the proposed right-of-way could result from approval of the proposed project and roadway construction can generate dust. Future roadway construction would have less than a significant impact on implementation of applicable air quality plans, because the project will create a temporary disturbance that can be controlled with standard dust control measures. Future roadway construction associated with this proposal shall comply with the Calaveras County Air Pollution Control District regulations for fugitive dust and particulate matter regulations, as mitigated in Section III (b) below.

The State of California regulates automobile emissions under State air quality regulations, which include enforcing standards for ozone emissions. The proposed right-of-way would serve existing local traffic with an alternative route to Main Street (State Route 49). The proposed right-of-way is not expected to generate new traffic in the Angels Camp basin, because it will not create a new business or new homes that would generate new traffic. Since the project is to divert and serve existing traffic and not generate new traffic, no increase in ozone is expected from any of the proposed alternative routes.

Because the proposed project will comply with existing air quality plans for Calaveras County, no significant effect is expected to the implementation of any air quality plan.

III b) "Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?"

The Calaveras County Air Pollution Control District has reviewed the proposed project. In a personal communication, the District relayed the requirements for the project to comply with Air Quality standards. Ambient air quality is currently affected by agricultural activities on portions of the project site that are disced, tilled, furrowed and grazed for agricultural uses that generate dust. The proposed project has the potential to create more dust during and after development on the project site. Construction of roadways could generate dust temporarily. Dust can become airborne and transported off the project site, unless controlled. A landowner in the project area expressed concern about dust impacting a vineyard in the southern portion of the project site during project construction. He stated that fugitive dust can carry dust mites that can harm his vineyard. Alternative A would create a highway interchange in the northeast corner of the vineyard. Alternative B would place the project at least 650 feet away from the vineyard.

Because air quality may be temporarily disturbed by dust generated by future roadway construction, air quality disturbances will be controlled during roadway construction by requiring that dust abatement equipment, such as a watering truck or other device, be utilized to control dust on the site during construction and grading activities. Watering trucks or other devices shall spray water on the site when soil moisture is not adequate to control dust. The open soils will be reseeded, revegetated or paved following site preparation.

Particulate matter (PM10 or dust) is the pollutant of greatest concern generated during project construction. Therefore, in compliance with the Calaveras County Air Pollution Control District regulations, the following road construction management practices have been incorporated to reduce the potential impacts to air quality associated with the emission of particulate matter or dust:

1. All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.

2. All on-site unpaved roads and off-site unpaved access roads serving the construction on the project site shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant on all days when natural precipitation or ground moisture levels allow dust conditions.

3. All land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking on all days when natural precipitation or ground moisture levels allow dust conditions.

4. With the demolition of buildings, all exterior surfaces of the building shall be wetted during demolition.

5. When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.

6. All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.

7. Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizers or suppressants.

8. Within the project area, trackouts shall be immediately removed when they extend 50 or more feet from the site, and at the end of each workday.

9. Limit traffic speeds on unpaved road portions to 15 mph.

10. Install sandbags or other erosion control measures to prevent silt runoff to other public roadways from sites with a slope of greater than one percent.

11. Install wheel washers for all exiting trucks, or wash all trucks and equipment leaving the site.

12. Suspend excavation and grading activity when winds exceed 20 mph.

Compliance with these particulate control measures as indicated above constitute sufficient mitigation to reduce particulate matter emission impacts to a level of less than significant. These measures will prevent dust damage to the vineyard within the project area. No long-term dust nuisance will be generated by the proposed project.

The project would have less than a significant impact on ambient air borne dust particles, because the project would not violate any air quality standards and will have less than a significant impact on projected air quality problems, because the project will create a temporary disturbance that can be controlled with standard dust control measures and future development associated with this proposal shall comply with the Calaveras County Air Pollution Control District regulations for fugitive dust and other particulate matter regulations.

The proposed project has the potential to create smoke during land clearing operations for future roadway development on the project site. Smoke, like dust, can become airborne and transported off the project site. Burning associated with brush clearing for site preparation is the only anticipated source of smoke particulate air emissions. All burning shall be in compliance with appropriate burn permits from the California Department of Forestry and Fire Protection and Calaveras County Air Pollution Control District regulations. No construction debris shall be burned on the project site, because of its proximity to residential structures. Implementation of existing county regulations under the required burn permits relative to open burning will ensure that the project will have no significant impacts on air quality.

Air quality nuisances from future road construction will be less than significant if the mitigating measures recommended by the Calaveras County Air Pollution Control Board are implemented on the project site. Therefore, no off-site impacts should occur to air quality in the project area.

These dust and smoke control measures will be regulated by the Air Pollution Control Board. Therefore, less than significant off-site and on-site impacts should occur to air quality in the project area.

III c) "Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?"

Both ozone (O3) and particulate matter (PM10 and PM2.5) are existing air quality non-attainment problems in Calaveras County, including the ambient air in the Angels Camp

basin. Coarse particulate matter in the air is identified as PM10. Finer particulate matter in the air that can be inhaled into lungs is identified as PM2.5. Ozone emissions can come from automobile exhaust. Air borne particulate matter can come from blowing dust and smoke. No serpentine soils are found in the project area that could generate asbestos dust fibers. In addition to the regulatory plans discussed in Section III (a) of this report, California established California Ambient Air Quality Standards (CAAQS). The California Clean Air Act of 1988 required non-attainment areas in the state to prepare attainment plans providing for a 5% annual reduction in the emissions of non-attainment pollutants unless all feasible measures have been implemented. In general, a designation of "non-attainment" indicates that levels of the indicated air pollutant exceed state and/or federal standards (i.e., are adversely impacting air quality). Non-attainment areas are subject to restrictions as required by state and federal air quality laws.

Future roadway construction in conjunction with the proposed right-of-way project could create a temporary disturbance to air quality that can be controlled with standard dust and smoke control measures that will prevent a cumulatively significant increase in non-attainment for particulate matter. No increase in ozone emissions is anticipated by the proposed project. The project proposes to divert existing traffic along a route parallel to Main Street. Because the future roadway is expected to reduce idling time for traffic on Main Street, by reducing traffic on Main Street, the future road may actually reduce ozone emissions within the Angels Camp area. Therefore, significant amounts of ozone will not be generated by the proposed project, because the project would not generate new traffic, and may contribute to reducing ozone emissions in Angels Camp.

To control temporary dust emissions during project construction, future roadway construction associated with this proposal shall comply with the Calaveras County Air Pollution Control District regulations for fugitive dust that might blow outside the project site and regulations for smoke that can create air borne particulate matter. As described in Section III (b) above, temporary air quality disturbances by dust or smoke generated by project construction will be controlled by project conditions and Calaveras County Air Pollution Control District regulations enforced by the District. Air quality disturbance will be controlled with dust abatement equipment, such as a watering truck or other device, which will be utilized to control dust on the site during construction and grading activities. Watering trucks or other devices shall spray water on the site when soil moisture is not adequate to control dust. Because the open soils will be reseeded or paved following site preparation, no long-term dust nuisance will be generated by the propose project.

Any burning of vegetation on the site will require appropriate burn permits from the California Department of Forestry and Fire Protection and the Calaveras County Air Pollution Control District for projects like this that exceeds five acres in area. The project would have less than a significant impact, because project conditions discussed in Section III (b) above, would assist the future roadway construction in complying with any air quality standards. Therefore, the project would have less than a significant impact on cumulative air quality problems.

III d) "Would the project expose sensitive receptors to substantial pollutant concentrations?"

The project would have less than a significant impact, because the proposed project will not generate substantial pollutant concentrations and there are no sensitive receptors, such as hospitals or schools within one mile of the proposed project site. The project site is currently located in a rural area of the City of Angel's Sphere of Influence.

III e) "Would the project create objectionable odors affecting a substantial number of people?"

Substantial numbers of people do not reside adjacent to this rural area in and near the City of Angels. Only seven dwellings are located within 300 feet of the proposed right of way. The project would have less than a significant impact on odors, because the project would not violate any air quality standards by creating significant amounts of objectionable odors, such as smoke, on the project site. Future roadway development associated with this proposal shall comply with the Calaveras County Air Pollution Control District air quality regulations regarding smoke emissions.

Air quality disturbance will be controlled during project construction. Any burning of vegetation on the site will require appropriate burn permits from the California Department of Forestry and Fire Protection and the Calaveras County Air Pollution Control District for projects exceeding five acres in area. Construction materials will not be burned on the project site, but shall be taken to the appropriate landfill. Therefore, no significant impacts will occur to air quality from odors and the project would have less than a significant impact on air quality.

III. Project Conditions that address Air Quality:

1. Prior to commencing construction, the project applicants shall prepare and submit for approval, a Dust Control Plan to the Calaveras County Air Pollution Control District, pursuant to their regulations. The Dust Control Plan shall be designed to control or abate dust during future road construction and development operations. The Dust Control Plan shall be implemented for air quality disturbances. Dust shall be controlled during project construction of the future roadway. Dust abatement equipment, such as a watering truck or other watering device, shall be utilized to control dust on the site during future road construction. The watering truck, or other device, shall spray water on the site on all working days when natural precipitation does not provide adequate moisture for complete dust control, or when wind speeds exceed 15 mph, pursuant to air quality regulations of the Calaveras County Air Pollution Control District for fugitive dust and particulate matter. Said watering device shall be used to spray water on the site at the end of each day and at all other intervals, as need dictates to control dust.

2. The following road construction management practices shall be incorporated to reduce the potential impacts to air quality associated with the emission of particulate matter or dust:

   a. All disturbed areas, including storage piles, which are not being actively utilized for construction purpose, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.

   b. All on-site unpaved roads and off-site unpaved access roads serving the construction on the project site shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant on all days when natural precipitation or ground moisture levels allow dust conditions.

   c. All land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking on all days when natural precipitation or ground moisture levels allow dust conditions.

   d. With the demolition of buildings, all exterior surfaces of the building shall be wetted during demolition.

   e. When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.

   f. All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.

   g. Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizers or suppressants.

   h. Within project area, trackouts shall be immediately removed when they extend 50 or more feet from the site, and at the end of each workday.

   i. Limit traffic speeds on unpaved road portions to 15 mph.

   j. Install sandbags or other erosion control measures to prevent silt runoff to other public roadways from sites with a slope of greater than one percent.

   k. Install wheel washers for all exiting trucks, or wash all trucks and equipment leaving the site.

l. Suspend excavation and grading activity when winds exceed 20 mph.

3. Exposed serpentine gravel is prohibited on the construction site. Pavement shall be required for any driving surface utilizing serpentine gravel.

4. Construction materials shall not be burned on the project site, but shall be taken to the appropriate landfill at the nearby Red Hill Transfer Station, or directly to the Rock Creek Landfill operated by Calaveras County since 1990.

5. Any burning of vegetation on the site shall require appropriate Burn Permits from the California Department of Forestry and Fire Protection (CDF). If on-site brush is to be burned from land clearing operations on five acres or more in area, also secure a Burn Permit from the Calaveras County Air Pollution Control District, prior to burning vegetation on the site, pursuant to the California Health and Safety Code and California Public Resources Code Sections 41800 & 41802.

Note: Contact the Calaveras County Air Pollution Control District at (209) 754-6504, 891 Mountain Ranch Road, in San Andreas, CA 95249; and Contact CDF at (209) 754-3831 at the Altaville CDF station on Highway 49 (Main Street) or P. O. Box 182, in Altaville, CA 95221.

Mitigation Monitoring: The required mitigation measures must be implemented during regular Public Works inspections for the required Grading Permit. Contractors working on the project site shall be given a copy of the required conditions and mitigation measures, and told of the responsibility to comply with said measures. Any violations observed shall be reported to the Calaveras County Air Pollution Control District for enforcement.

IV. BIOLOGICAL RESOURCES: *The Environmental Checklist, Appendix G, of the State CEQA Guidelines asks the following questions:*

IV. -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any				

riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

IV a) "Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?"

The Alternative A and B project right-of-way would have less than a significant effect, as mitigated herein, because the habitats of known special status species, including those that are protected under the Endangered Species Act, will be protected during future roadway construction and/or compensated when disturbed, with revegetation plants of the appropriate habitat type to avoid any net loss of special habitats. On-site vegetative habitats consists primarily of oak woodlands, non-native annual grasslands and riparian woodlands (creek side woodlands). As noted in the Biological Survey "*Plants and Animals of South Greenhorn Creek Right-of-way Extension Angels Camp, CA, A Biological Survey*" conducted in May 2005, and found in Appendix B of this report, an overstory of oaks, including Valley, live, and blue oaks is found in the on-site woodlands. An unusual, large, double trunk Morehus (Oracle) oak is also located at Finnegan Lane. The understory has manzanita, buckbrush, non-native annual grasses and various other non-native plants. The on-site grasslands are primarily non-native or alien species. The riparian zone is comprised of blackberry thickets, willow, rushes and Valley oaks bordering the creeks.

Several special status species were thought to have potential habitat within the project area. A discussion of those special status species and their habitats is found in Appendix B of this report and summarized as follows:

Tri-colored Black Bird & Button's Sierra Sideband Snail

The California Natural Diversity Database (NDDB) Division of State Fish and Game reported that two special status species are found within the Angels Camp U.S. Geological Survey's (U.S.G.S.) Quadrangle, but did not indicate the presence of any special status species known in the project vicinity. The NDDB indicated that the Tri-colored Black Bird, a California Species of Concern and Federal Species of Concern protected under the Migratory Bird Treaty Act, and Button's Sierra Sideband Snail, also a Federal Species of Concern, are known to occur in the Angels Camp Quadrangle of the County. No Tricolored Blackbirds were found on the project site. No suitable open-water nesting habitat for the Tricolored Blackbird was found within the project site. Please refer to Table 2B found in Appendix B for a discussion of the habitat needs for special status species. No Button's Sierra Sideband Snail was found on the project site and no suitable canyon habitat for the Button's Sierra Sideband Snail was found within the proposed right-of-way. Therefore, no impacts on Tri-colored Black Birds and Button's Sierra Sideband Snails are expected from the proposed Alternatives A or B. Other special status species may be found in similar habitats to those within the project area. Potential special status habitats for other species include various raptor and migratory songbird nesting habitats, as well as Red-legged and Foothill Yellow-legged Frog foraging habitats, and habitat for the Western Pond Turtle.

Cooper's Hawk

Cooper's Hawks were seen on the U.S. Bureau of Land Management (BLM) and City Corporation Yard portions of the project site. Cooper's Hawks are listed by the State Department of Fish and Game as a California Species of Concern and are protected under the Migratory Bird Treaty Act. The only raptor nest observed in or near the proposed right-of-way was a Cooper's Hawk nest found above Angels Creek on the northern fence line of the City Corporation Yard near the project site. No songbird nests were found within the proposed right-of-way during site inspections. However, due to the potential for these species (e.g., Cooper's Hawk, Yellow Warbler and others) to occur in the project area in the future, a preconstruction survey will be undertaken prior to any work that will occur in the proposed right-of-way during the nesting season known for special status birds identified in Appendix B. If Cooper's Hawk are found nesting in or near the project right-of-way, the project proponents shall consult with the State Department of Fish and Game for appropriate mitigation measures and no construction shall occur during the nesting season (April 15 to August 31) or until the young are fledged from the nest. If mature oak trees are removed from the project site, replacement oak saplings shall be replanted within or near the project site. These mitigating measures will prevent any significant impact to Cooper's Hawk on the project site.

Elderberries

Additionally, six isolated elderberry bushes were found within and adjacent to the proposed right-of-way. Elderberries with stems greater than 1-inch diameter provide potential habitat for a Federally listed "Threatened" species, the Valley Elderberry Longhorn Beetle. The location of each elderberry bush within or near the right-of-way was triangulated with a Global Positioning System (GPS) to record the location coordinates, as noted in the Biological Survey "*Plants and Animals of South Greenhorn Creek Right-of-way Extension Angels Camp, CA, A Biological Survey*" found in Appendix B of this report. One of these elderberries is found next to a dirt road at the northern fence line for the City Corporation Yard. Two of these elderberries are located in a drainageway within 100 feet of the access road into the City Corporation Yard. One elderberry is located next to the power line easement on the BLM parcel. One elderberry is adjacent to a dirt road near the right-of-way proposed for Alternative A in the southern end of the project site. One elderberry is found at the edge of Highway 49 on the southern tip of Alternative A.

Future roadway design can avoid encroaching any closer to elderberry bushes that current roadways and power line facilities, excepting the projected loss of the elderberry at the southern tip of Alternative A, which would be removed for an encroachment onto State Route 49. Because all six of the identified elderberries are located near roadways and power lines, Alternative B should create no new significant impact on the survival of these elderberry bushes or small trees. Alternative A, and possibly Alternative B, would require mitigation, pursuant to the U.S. Fish and Wildlife Service's "*Conservation Guidelines for the Valley Elderberry Longhorn Beetle*" of 1999, for removal of elderberry bushes at the southern end of the project site. The design for the future roadway shall either avoid placing new disruptions within 100 feet of known elderberry bushes with stems over 1-inch in diameter, or the project proponents shall consult with the U.S. Fish and Wildlife Service for appropriate mitigation measures for future construction impacts within 100 feet of such known elderberry bushes. Elderberry bushes shall be retained on the project site to the extent feasible. Any elderberry revegetation required by the U.S. Fish and Wildlife Service for a future roadway project shall be done at the edges of the proposed right-of-way in accordance with the U.S. Fish and Wildlife Service's "*Conservation Guidelines for the Valley Elderberry Longhorn Beetle*" of 1999.

Frogs and Turtles

No evidence of usage by Red-legged Frogs (listed Federal Threatened Species, California Special Concern Species, and California Fully Protected Species), Foothill yellow-legged Frogs (listed Federal Species of Concern, Federal Sensitive Species, BLM-Sensitive Species, California Species of Concern, and California Protected Species), or their tadpoles was found within the proposed right-of-way. No recent records of these frog species have been found for the project area. In addition, Angels Creek and Sixmile Creek are relatively swift-flowing in the project area making them less than suitable for rearing habitat for these species. Please refer to Appendix B for habitat information on these species. Site inspections were conducted in May, when tadpoles would be expected to be found, if present. Hence, no evidence of Foothill Yellow-legged Frogs and Red-legged Frogs were found. Bullfrog tadpoles were identified in Sixmile

Creek within the proposed right-of-way. Bullfrogs are known to prey on other frogs tadpoles. Western Pond Turtles (listed Federal Species of Concern, California Species of Concern, and California Protected Species) were also not found, but these species have the potential to exist and forage through the project area. Therefore, a preconstruction survey to confirm absence of both frog species and the pond turtle will be undertaken prior to commencing any work to be conducted within the riparian zone for Angels Creek and Sixmile Creek.

The Angels Camp area was not designated as critical habitat for the Threatened Red-legged Frog, by the U.S. Fish and Wildlife Service in their "*Final Determination of Critical Habitat for the California Red-legged Frog*", Federal Register Volume 66, No. 49, March 13, 2001 or in the reissued proposal for Critical Habitat in April of 2004. However, if Red-legged Frogs are discovered on the project site in future surveys, the protocol in the "*Recovery Plan for the California Red-legged Frog*" developed in 2002 by the U.S. Fish and Wildlife Service should be utilized for their habitat. Red-legged Frogs breed from November through early May. Their eggs take between 6 to 14 days to hatch into tadpoles. The tadpoles take approximately 3.5 to 7 months to metamorphose into adult frogs. Therefore, if Red-legged Frogs are found in the project area during a preconstruction survey, the State Department of Fish and Game and the U.S. Fish and Wildlife Service must be consulted for appropriate mitigation measures, which will include that no construction activities occur in the creek riparian zones until all tadpoles have metamorphosed into adult frogs, and any riparian vegetation disturbed for future project construction shall be replanted in or near the project right-of-way to restore stream habitat values.

Foothill yellow-legged Frogs lay eggs in the period from Mid-March through May, with tadpoles metamorphosing to adults by July. Therefore, if Foothill Yellow-legged Frogs are found in the project area during a preconstruction survey, the State Department of Fish and Game and the U.S. Fish and Wildlife Service must be consulted for appropriate mitigation measures, which will include that no construction activities occur in the creek riparian zones until all tadpoles have metamorphosed into adult frogs, and any riparian vegetation disturbed for future project construction shall be replanted in or near the project right-of-way to restore stream habitat values.

Western Pond Turtles lay eggs in riparian woodlands in the period from March through August and eggs hatch by November. Therefore, if Western Pond Turtles are found in the project area during a preconstruction survey, the State Department of Fish and Game and the U.S. Fish and Wildlife Service must be consulted for appropriate mitigation measures, which will include that no construction activities occur in the creek riparian zones until all turtle eggs have hatched into adult turtles, and any riparian woodland disturbed for future project construction shall be replanted in or near the project right-of-way to restore riparian habitat values.

Therefore, the Alternative A and B project right-of-ways would have less than a significant effect on special status species, because the habitats of known special status species, including those that are protected under the Endangered Species Act, will be protected during future roadway construction and/or compensated when disturbed, with

revegetation plants of the appropriate habitat type to prevent any net loss of special status species habitat.

IV b) "Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?"

The proposed road right-of-way for Alternatives A and B will extend through riparian vegetation associated with Angels Creek and Sixmile Creek. A bridge will be needed over Angels Creek and may be needed over Sixmile Creek for Alternative A. A bridge will be needed over Angels Creek and culverts will be needed over Sixmile Creek for Alternative B. Streambed Alteration Agreements shall be secured from the California Department of Fish and Game, prior to commencing future roadwork in the vicinity of the creeks. A formal wetland delineation shall be done for any jurisdictional waterways (perennial and intermittent streams) and individual mitigation shall be developed by a qualified biologist, in consultation with the State Department of Fish and Game and the U.S. Army Corps of Engineers, as discussed in Section VI of this report, prior to future roadway development. The natural waterways disturbed by the future roadway development shall be revegetated or otherwise stabilized upon completion of the on-site construction and excavation. This restoration of riparian habitats will prevent any significant net loss of wetland habitat values on the project site. Both the State and Federal governments have adopted "no net loss" policies for wetlands within the project area. The conditions proposed for project development in this report will reduce potential impacts to the waterways to a less than significant level.

IV c) "Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?"

Depending on future roadway design, Section 404 of the Federal Clean Water Act may require individual or Nationwide permits for crossing the perennial and intermittent streams, which Section 404 defines as "Waters of the United States", as discussed in Section VI of this report. The U.S. Army Corps of Engineers has jurisdiction in the event of undertakings, which could result in fill or other disturbances to the water resources of these creeks. Angels Creek and Sixmile Creek, and their associated riparian zones meet the criteria for classification as Waters of the United States. Since the proposed right-of-way project calls for routing the roadway over Angels Creek and Sixmile Creek, impacts to the riparian zone could occur at the time of project construction. As a result, conditions of project approval shall include consultation with the U.S. Army Corps of Engineers to determine whether that agency requires additional measures for compliance with Section 404 of the Federal Clean Water Act. As mitigated in this report, the project will not have a substantial adverse impact on federally protected wetlands.

IV d) "Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?"

As noted throughout this study, the proposed right-of-way will be located primarily at the ground level and would not create a barrier to movement of wildlife. Bridges shall be designed to span the natural creek channels to avoid creating a barrier to native fish and other aquatic species. Culverts shall be designed to comply with State Fish and Game culvert standards in the natural creek channels to avoid creating a barrier to native fish and other aquatic species. Work in and around the creeks shall only occur during the creeks' low-flow period, which normally occurs from mid-August to early November. Special status fisheries found in Calaveras County outside of rivers include the hardhead. However, this species prefers warmer waters than those associated with Angels Creek and Sixmile Creek. Therefore, significant impacts to fisheries or wildlife barriers are not anticipated.

IV e) "Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?"

Such ordinances and/or tree preservation policies do not exist in the City of Angels General Plan or its Municipal Code, nor in the County General Plan or County Code. The State Guidelines for the implementation of the California Environmental Policy Act (CEQA) require mitigating measures for impacts to mature trees, especially native oak trees.

As noted in Appendix B of this report, mature native and significant trees were inventoried in the proposed right-of-way for Alternatives A and B. They were recorded by tree diameter at breast height (dbh = 4 ½ feet above ground level) and that inventory is noted in Table 2B of Appendix B. The mature native and significant trees to potentially be impacted within the proposed right-of-ways included the following:

one (1) Big-leaf Maple;
one (1) White Alder;
six (6) Blue Elderberries;
seven (7) Incense Cedar;
three (3) Canyon Live Oak;
ninety-seven (97) Blue Oaks;
fourteen (14) Valley Oaks;
one (1) double-trunk Morehus (Oracle) Oak (rare because they, like mules, are rarely able to reproduce);
(265) Interior Live Oak;
two (2) California Black Walnut;
one (1) Oregon Ash;
three (3) Ponderosa Pine;
three (3) Foothill Gray Pine;
two (2) Fremont Cottonwood; and
four (4) Willow.

A total of **410** mature or significant trees may be impacted or removed for future roadway construction within the proposed road right-of-way for Alternatives A and B. Prior to future roadway construction an inventory is needed of the actual trees to be removed from the project site for the actual roadway design. The inventory must be conducted by a qualified biologist, a registered professional forester, or a licensed arborist familiar with the subject trees.

The methods for preserving and safeguarding trees during development near the dripline area of mature trees, includes the following measures:

- Construction techniques to allow the roots to breathe and obtain water may be required.
- Installing a high visibility tree protection fence (minimum three (3) foot high fence with metal stakes/posts at eight (8) to ten (10) foot intervals) around the dripline(s) of trees to be preserved.
- Where oak or significant sized trees may be affected by development, include a certification by a registered civil engineer, land surveyor or licensed tree specialist attesting to the accuracy of the tree trunk and dripline locations.
- The existing ground surface within the dripline of any oak or significant tree shall not be cut, filled, compacted or pared. Exceptions may be approved by the Director based on qualified consultation.
- All oak or significant trees on the project site shall be inventoried by the owner or by the contractor as to size and location on the site.
- Damage to any tree during construction shall be immediately reported to the City and the tree is required to be treated for damage.
- Oil, gasoline, chemicals and other construction materials or equipment that might be harmful to oak and significant sized trees shall not be stored under the dripline or upslope of the tree(s).
- Drains shall be installed according to City specifications so as to avoid harm to the oak or significant trees due to excess watering.
- Wires, signs and other similar items shall not be attached to oak or significant trees.
- Cutting and filling around the base of oak or significant trees shall be done only after consultation with the City, and then only to the extent authorized.
- No paint thinner, paint, plaster or other liquid or solid excess or waste construction materials or waste water shall be dumped on the ground or into any grate between the dripline and the base of the trees, or uphill from any oak or significant tree.
- Wherever cuts are made in the ground near the roots of oak or significant trees, appropriate measures shall be taken to prevent exposed soil from drying out and causing damage thereto. All cuts within the dripline of a tree are to be made by hand (no backhoes or graders.)
- Trimming cuts one (1) inch in diameter and over must be covered at the time the cuts are made with a tree-seal pruning compound. All root pruning is to be done by hand.

- Oak and significant trees required to be kept on the project site and oak trees or other trees required to be planted as a condition of construction shall be maintained after completion of construction according to accepted arboricultural practices for the purpose of maintaining or furthering the health of such trees. The Director may require that drought-resistant trees be installed as an alternative to irrigated trees where appropriate.

The project would have less than a significant impact because the mature native trees will be retained on the project site wherever possible; mature native trees are especially important to the survival of raptor birds, such as the Cooper's Hawk, providing nesting habitat, as well as hunting and feeding perches for birds. Any oak or significant trees located within the project area that are subject to tree removal, shall require replanting with like species as discussed in Section I above. Local policies for the protection of biological resources are derived through the California Environmental Quality Act (CEQA) review guidelines. The proposed project is consistent with the State CEQA guidelines as mitigated. Therefore, adoption and successful implementation of the mitigation measures identified herein will reduce all potential project biotic impacts from tree removal to a less-than significant level.

IV f) "Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?"

The project would have less than a significant impact, because no formal Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local habitat conservation plan exists in the project boundaries or the project vicinity. Previously certified environmental review documents for the Circulation Element of the City General Plan and Sphere of Influence for the City of Angels addressed the need for the proposed project and the general area for the proposed project. The proposed project does not conflict with any regional conservation documents. Specific details not known at the time the prior documents were adopted have been described in this report. The project alternatives and project conditions have been developed to reduce any potential impact to biological resources to a less than significant level.

IV. Project Conditions that address Biological Resource:

1. Avoid removal of mature native trees and significant trees that serve as habitat for any special status species identified on the project site, excepting areas where no alternative alignment is available to extend the new roadway and widen the existing roadways on the project site.

2. Prior to future roadway construction an inventory shall be conducted of the trees to be removed from the project site for the actual roadway design. The inventory shall be

conducted by a qualified biologist, registered professional forester or licensed arborist familiar with the subject trees.

3. Keep motorized equipment, stockpiles, and excavations outside the dripline of the native trees and significant trees to be protected.

4. A nesting and rearing habitat survey for special status species shall be conducted prior to future roadway construction to verify that no nesting sites or rearing sites of the special status species identified in Appendix B will be altered by project construction. Nesting surveys shall be done during the known nesting seasons described in Table 2B of Appendix B for each special status species known to utilize the project site. At least one nesting survey shall be conducted between April 1 and April 30 of the construction year.

5. If Cooper's Hawk are found nesting in or near the project right-of-way, the project proponents shall consult with the State Department of Fish and Game for appropriate mitigation measures and no construction shall occur within 600 feet of the nest during the nesting season (April 15 to August 31) or until the young are fledged from the nest.

6. If nesting, breeding or rearing habitat for other special status species are found within the area proposed for disturbance on the project site, avoidance measures shall be utilized for the habitat of that special status species. Avoidance measures regarding the construction timing and distance from the species habitat shall be developed by a qualified biologist in consultation with the State Department of Fish and Game, and U. S. Department of Fish and Game for federally listed species.

7. Limit the construction work needed to the portion of the year when no special status species are nesting, breeding or rearing young in the project vicinity. The proposed project shall avoid disturbance to the area surrounding special status species during their nesting, breeding or rearing seasons while they are known to utilize the project site.

8 The riparian vegetation along waterways, including Angels Creek, Sixmile Creek, and Indian Creek, shall be retained to protect their banks from erosion and the waterways from siltation or replanted nearby where vegetation must be removed for future roadway construction.

9. Future roadway design shall avoid encroaching any closer to elderberry bushes than the current encroachment of roadways and power lines. The design for the future roadway shall either avoid placing new disruptions within 100 feet of known elderberry bushes with stems over 1-inch in diameter, or the project proponents shall consult with the U.S. Fish and Wildlife Service for appropriate mitigation measures for future construction impacts within 100 feet of such known elderberry bushes. If an elderberry must be removed, as for an encroachment onto State Route 49 for Alternative A, a consultation shall be required with the U.S. Fish and Wildlife Service for mitigation, pursuant to the U.S. Fish and Wildlife Service's "*Conservation Guidelines for the Valley Elderberry Longhorn Beetle*" of 1999. Any elderberry revegetation required by the U.S. Fish and Wildlife Service for a future roadway project shall be done at the edges of the proposed

right-of-way in accordance with the U.S. Fish and Wildlife Service's "*Conservation Guidelines for the Valley Elderberry Longhorn Beetle*" of 1999.

10. If Red-legged Frogs or Foothill Yellow-legged Frogs are found in the project area during a preconstruction survey, the State Department of Fish and Game and the U.S. Fish and Wildlife Service shall be consulted for appropriate mitigation measures, which shall include that no construction activities occur in the creek riparian zones until all tadpoles have metamorphosed into adult frogs, and any riparian vegetation disturbed for future project construction shall be replanted in or near the project right-of-way to restore stream habitat values. If Red-legged Frogs are discovered on the project site in future surveys, the protocol in the "Recovery Plan for the California Red-legged Frog" developed in 2002 by the U.S. Fish and Wildlife Service should be utilized for their habitat.

11. If Western Pond Turtles are found in the project area during a preconstruction survey, the State Department of Fish and Game and the U.S. Fish and Wildlife Service shall be consulted for appropriate mitigation measures, which shall include that no construction activities occur in the creek riparian zones until all turtle eggs have hatched into adult turtles, and any riparian woodland disturbed for future project construction shall be replanted in or near the project right-of-way to restore riparian habitat values.

12. The methods for preserving and safeguarding trees during development near the dripline area of mature trees, shall include the following measures:

    a. Construction techniques to allow the roots to breathe and obtain water shall be required.

    b. Install a high visibility tree protection fence (minimum three (3) foot high fence with metal stakes/posts at eight (8) to ten (10) foot intervals) around the dripline(s) of trees to be preserved.

    c. Where oak or significant sized trees may be affected by development, include a certification by a registered civil engineer, land surveyor or licensed tree specialist attesting to the accuracy of the tree trunk and dripline locations.

    d. The existing ground surface within the dripline of any oak or significant tree shall not be cut, filled, compacted or pared. Exceptions may be approved by the CDD Director based on consultation with a qualified biologist, certified arborist, or registered professional forester.

    e. All oak or significant trees on a building site shall be inventoried by the applicant or by the contractor as to size and location on the site.

    f. Damage to any tree during construction shall be immediately reported to the City and the tree shall be treated for damage.

g. Oil, gasoline, chemicals and other construction materials or equipment, which might be harmful to oak and significant trees shall not be stored under the dripline or upslope of the tree(s).

h. Drains shall be installed according to City specifications so as to avoid harm to the oak or significant trees due to excess watering.

i. Wires, signs and other similar items shall not be attached to oak or significant trees.

j. Cutting and filling around the base of oak or significant trees shall be done only after consultation with the City, and then only to the extent authorized.

k. No paint thinner, paint, plaster or other liquid or solid excess or waste construction materials or waste water shall be dumped on the ground or into any grate between the dripline and the base of the trees, or uphill from any oak or significant tree.

l. Wherever cuts are made in the ground near the roots of oak or significant trees, appropriate measures shall be taken to prevent exposed soil from drying out and causing damage thereto. All cuts within the dripline of a tree are to be made by hand (no backhoes or graders.)

m. Trimming tree cuts of one (1) inch in diameter and over shall be covered at the time the cuts are made with a tree-seal pruning compound. All root pruning shall be done by hand.

n. Oak and significant trees required to be kept on the project site and oak trees or other trees required to be planted as a condition of construction shall be maintained after completion of construction according to accepted arboricultural practices for the purpose of maintaining or furthering the health of such trees. The Director may require that drought-resistant trees be installed as an alternative to the exact number of each species where appropriate.

13. Streambed Alteration Agreements shall be secured from the California Department of Fish and Game prior to commencing future roadwork in the vicinity of the on-site creeks.

14. A formal wetland delineation shall be done for any jurisdictional waterways (perennial and intermittent streams) and individual mitigation shall be developed by a qualified biologist, in consultation with the State Department of Fish and Game and the U.S. Army Corps of Engineers, prior to future roadway development.

15. Bridges shall be designed to span the natural creek channels to avoid creating a barrier to native fish and other aquatic species. Culverts shall be designed to comply with State Fish and Game culvert standards in the natural creek channels to avoid creating a barrier to native fish and other aquatic species. Work in and around the creeks shall only occur during the creeks' low-flow period, which normally occurs from mid- August to early November.

16. The natural waterways disturbed by the proposed project shall be revegetated or otherwise stabilized upon completion of the on-site construction and excavation, as follows:

a. Replanting of riparian trees and shrubs shall be completed after October 1 and prior to March 15 following the construction year.

b. Native oak trees and other significant trees removed for roadway construction shall be planted in a ratio of five new sapling trees for each mature tree removed to restore degraded areas on the project site. Trees shall be planted about 15 feet apart. Trees shall be placed in appropriate conditions for the individual species, in groupings to form plant communities.

c. Native riparian vegetation removed from the project site shall be replanted within the riparian corridors. Native riparian species for revegetation shall include the following: Fremont's cottonwood, Oregon ash, Valley oak, California black walnut, willow, and California wild rose.

d. All revegetated areas shall be mulched with materials, such as bark or wood chips, which promote water retention and reduce water loss from evaporation.

e. The native trees and riparian vegetation to be retained near project construction shall be protected with bright colored temporary fencing near the construction site or replanted in areas as required by the City. Replanted trees or riparian vegetation shall be maintained on the project site for a period of not less than seven years. The project applicant shall be responsible for maintaining revegetated trees and riparian plants in a healthy and attractive condition. Dead or dying plants shall be replaced with materials of equal size and similar variety.

f. A biologist shall monitor the health of all plants on the project site at least once each year. The project applicant shall submit an annual statement from a biologist verifying compliance with this provision to the State Department of Fish and Game.

g. The State Department of Fish and Game shall be provided access to the revegetation site during the seven-year revegetation monitoring period.

h. Non-native weeds shall be kept trimmed within 50 feet along the revegetation areas for a period of at least seven years.

I. Any fencing around the project site shall be maintained in good repair to prevent unauthorized motorized vehicles from disturbing the revegetation areas.

j. A minimum survival rate of at least 50 percent of the native trees and riparian vegetation must be maintained throughout the seven-year monitoring period and at the end of the monitoring period, or the monitoring period shall be extended one more year for each year that less than a 50 percent survival rate is found by the monitoring biologist.

17. The landowners will be permitted to continue their current land uses until the time that development is proposed for the future roadway construction, excepting that no mature native trees or significant trees that are to be retained on the edges of the right-of-way for screening should be cut.

Note: For permits and consultations, contact Kathy Norton, Regulatory Branch, Army Corps of Engineers, at the Sacramento District, 1325 "J" Street in Sacramento, CA 95814-2922; contact U.S. Fish & Wildlife Service, at 2800 Cottage Way, W-2730, in Sacramento, CA 95825; and contact Kent Smith, at Region 2 of the CA Dept of Fish and Game, 1701 Nimbus Road in Rancho Cordova, 95670

Mitigation Monitoring: Replanted trees shall be maintained on the project site for a period of not less than seven years. A qualified biologist, registered professional forester or licensed arborist shall monitor the health of all plants on the project site at least once each year. The project applicant shall submit an annual statement from a biologist verifying compliance with this provision to the State Department of Fish and Game. A minimum survival rate of at least 50 percent of the native trees must be maintained throughout the seven-year monitoring period and at the end of the monitoring period, or the monitoring period shall be extended one more year for each year that less than a 50 percent survival rate is found by the monitoring biologist. The State Department of Fish and Game shall be provided access to the revegetation site during the seven-year monitoring period. Contractors working on the project site shall be given a copy of the required conditions and mitigation measures, and told of the responsibility to comply with said measures. Any violations observed shall be reported to the State Department of Fish and Game.

V. CULTURAL RESOURCES: The Environmental Checklist, Appendix G, of the State CEQA Guidelines asks the following questions:

V. -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

V a) "Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?"

Archaeologist, Charla M. Francis of Francis Heritage Services, conducted a records search for known cultural resources in conjunction with the Central California Information Center, division of the State Office of Historic Preservation, during May 2005. The records search revealed that no known cultural resources have been recorded within the project right-of-way for either Alternative A or B. The Central California Information Center reported that eight cultural resources studies have been conducted within the ¼ mile area around the project site in past years. Prior studies were conducted by the following cultural resources consultants: Motz in 1978; Rhode in 1979; Marvin and Stewart in 1992; Page in 1993; Marvin, Werner, and Stewart in 1994; Wooten in 2000; Davis-King in 2003; and Peak & Associates, Inc. in 2003. Prior studies identified resources outside the proposed right-of-way near the project site, including: old ranch roads dating to 1859 to 1870; prehistoric bedrock milling stations; midden; placer mining in drainages; a structure pad outlined with rock; a mine shaft with dry laid schist structural remains; historic era non-native vegetation; and historic era trash scatter. In addition to prior studies, the Central California Information Center reviewed records for the National Register of Historical Places, the California Register of Historical Resources, the California Inventory of Historical Resources, the California Historical Landmarks list, the California Points of Historical Interest, the CALTRANS State and Local Bridge Survey, and the GLO Plat Maps. Even though historic and prehistoric cultural resources have been identified within ¼ mile of the project site and historic mining activity occurred in many portions of the Angels Camp area, none of these documents identified any prehistoric or historic resources within the proposed project right-of-way.

A site inspection found tailing mounds from placer mining near the creek channels. Outside of the project boundaries immediately northwest of Finnegan Lane are foundations and related remnants of an old stamp mill associated with the Gold Cliff Mine, which was recorded in 2003 by Davis-King Associates. Other Gold-Rush era mines are located nearby, including the former site of the Specimen Hill, North Star, Dolling and War Eagle Quartz Mines. None of these mines were identified in the project right-of-way. White quartz remnants within placer-mined drainages and piles are located on the northern portion of the BLM parcel, a portion of which falls within the proposed right-of-way for Alternatives A and B. These placer-mined drainages are fairly common in the Mother Lode gold region, according to the *Historical Resources Survey Report for the Finnegan Lane/Centennial Loop Water Line Project, Calaveras County, California*, prepared by Shelly Davis-King, February of 2003. An old stamp mill and mine site is found nearby, but outside the proposed right-of-way for Alternatives A and B on the BLM parcel. According to a neighbor, a tree fell through roof of the stamp mill about six years ago. BLM did not respond to a request for comments on the proposed project.

Also near, but outside the proposed right-of-way, is an old house on the Silva parcel, which was constructed circa 1890, and an old powder house (with manmade, unbaked brick, eroded by weather, cast iron eyelets for steel door, corrugated roof), which was constructed circa 1906. These old buildings are located from 63 feet to 138 feet outside

the proposed right-of-way for Alternative A, but could be impacted to some degree by the two encroachments proposed in Alternative A for connection to State Highway 49. Three mines on the Silva parcel date to circa 1906 and could all be impacted by the right-of-way as currently proposed for Alternative A. The Excelsior Mine is about 200 feet long, runs north to south through greenstone and quartz found in the center of a hill proposed for the road right-of-way, and has an opening facing Sixmile Creek on the north. The Excelsior Mine could be impacted by relocation to the north of the access route to the Silva parcel in Alternative A. A second mine is found on a hill north of the Silva homes and south of the originally proposed Sixmile Creek crossing, opening to the west on the center of the hill, within the right-of-way proposed for Alternative A. The third mine is located uphill of a new commercial building and has a trench leading to a tunnel under State Highway 49. The third mine would be impacted by the highway encroachment proposed by Alternative A. None of these mines were identified as historical resources by the Central California Information Center. Additionally, the proposed right-of-way for Alternative A would clip off a portion of the new commercial building on the Silva parcel. A neighbor reported that a Gold Rush era tent town was located near the confluence of Indian Creek and Sixmile Creek. Placer mining is evident in this area.

These resources found near the project right-of-way can be avoided by future project design. The future road can be shifted to avoid impacts to any potentially significant cultural resources. No intact archaeological deposits, other than placer tailings, were observed within the project right-of-way for Alternatives A or B. Within the neighborhood surrounding the project site, there were several areas with evidence of placer mining and historic mining activities ubiquitous in this part of the Mother Lode. The project site revealed no features, no artifacts, and contained no distinctive characteristics for significant resources within the proposed right-of-way for either Alternative A or B that would make them eligible for any register of cultural resources, including the California Register of Historical Resources.

However, given the scattered indications of mining activities in the project area south of Angels Creek it is recommended that a qualified cultural resources monitor be present during future road grading activities on that portion of the site south of Angels Creek to ensure that potential impacts to any subsurface cultural resources are avoided. As with most projects involving ground disturbances, the potential exists during future road construction activities for uncovering subsurface artifacts, which were not evident during surface surveys. Therefore, the project has been conditioned to include a provision to address avoidance of impacts to potentially significant cultural resources should they be uncovered during ground disturbing activities (anywhere on the site) associated with the project.

The likelihood of significant pre-historic cultural resources on the surface of the project site is remote. Therefore, no known archaeological resources or known historic properties would be affected on the project site under the criteria in the National Historic Preservation Act, 36 Code of Federal Regulations Section 800.4 (a) (d) (1), or as defined in the California Environmental Quality Act (CEQA) Sections 21083.2 and 21084.1. However, because subsurface excavation will be done for the proposed project, a

remote chance exists that some subsurface cultural resources could be unearthed during project excavation. If cultural resources are discovered on the project site during excavation activities, then the work in the area of the discovered cultural resource will stop until the resource has been properly evaluated by a qualified archaeologist.

V b) "Would the project cause a substantial adverse change in the significance of an archaeological resource, pursuant to Government Code, Section 15064.5 of the State CEQA Guidelines?"

No Impact is expected to archaeological resources from the project as proposed. A *California Historical Resources Information System Records Search* (May 16, 2005, by the Central California Information Center) was prepared for Francis Heritage Services as noted in section V (a) above. The records search revealed that no known archaeological or historic properties were identified that could be affected by the project as proposed. A site inspection found tailing mounds from placer mining near the creek channels and drainageways. Placer tailings are not considered unique or significant features, but are very common in the Mother Lode region, according to the *Historical Resources Survey Report for the Finnegan Lane/Centennial Loop Water Line Project, Calaveras County, California*, prepared by Shelly Davis-King, February of 2003, which discussed the placer tailings at Angels Creek near the project site.

The likelihood of significant pre-historic cultural resources on the surface of the project site is remote, because of the areas substantial disturbance during the historic Gold Rush mining era. Therefore, no known cultural resources or historic properties would be affected on the project site under the criteria in the National Historic Preservation Act, 36 Code of Federal Regulations Section 800.4 (a) (d) (1), or as defined in the California Environmental Quality Act (CEQA) Sections 21083.2 and 21084.1. However, because subsurface excavation will be done for the proposed project, a remote chance exists that some subsurface cultural resources could be unearthed during project excavation. If cultural resources are discovered on the project site during excavation activities, then the work in the area of the discovered cultural resource will stop until the resource has been properly evaluated by a qualified archaeologist.

Because grading and excavation in conjunction with site development could uncover subsurface resources, a provision of the project has been developed to address procedures for evaluating subsurface resources should they be discovered during construction. These procedures are listed as follows:

All contractors and equipment operators shall be instructed to watch for potential archeological artifacts (including glass pieces, ceramic pieces, square nails and human remains), pursuant to Section 106 of the National Historic Preservation Act. If a cultural resource is discovered during the activities authorized by the approval of this project, the person in possession of the parcel and all persons conducting any activity authorized by this project approval shall comply with the following provisions:

1. The person discovering the cultural resource shall notify the professional archaeologist by telephone within 4 hours of the discovery or the next working day if their office is closed.

2. When the cultural resource is located outside the area of disturbance, the professional archaeologist shall be allowed to photodocument and record the resource and construction activities may continue during this process. The area of disturbance includes grading and vegetation removal, plus 33 feet (10 meters).

3. When the cultural resource is located within the area of disturbance, all activities that may impact the resource shall cease immediately upon discovery of the resource. All activity that does not affect the cultural resource as determined by the consulting archaeologist may continue. A qualified archaeological professional, such as an archaeologist or an historian, shall be allowed to conduct an evaluative survey to evaluate the significance of the cultural resource.

4. When the cultural resource is determined to not be significant, the qualified professional archaeologist shall be allowed to photodocument and record the resource. Construction activities may resume after authorization from the professional archaeologist.

5. When a resource is determined to be significant, the resource shall be avoided with said resource having boundaries established around its perimeter by a qualified professional archaeologist or historian or a cultural resource management plan shall be prepared by a qualified professional to establish measures formulated and implemented in accordance with Sections 21083.2 and 21084.1 of the California Environmental Quality Act (CEQA) to address the effects of construction on the resource. The qualified professional shall be allowed to photodocument and record the resource. Construction activities may resume after authorization from the professional archaeologist. All further activity authorized by this by the approval of this project shall comply with any cultural resources management plan required.

Note: A cultural resource is any building, structure, object, site, district, or other item of cultural, social, religious, economic, political, scientific, agricultural, educational, military, engineering or architectural significance to the citizens of Angels Camp, Calaveras County, the State of California, or the nation which is 50 years of age or older or has been listed on the National Register of Historic Places, the California Register of Historical Resources, or a City or County register of cultural resources.

V c) "Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?"

No Impact is expected to paleontological resources or unique geologic features from the project as proposed. There are no unique geological features known on the project site.

Paleontological resources are unknown in this area and there is no surface evidence that such resources could exist.

V d) "Would the project disturb any human remains, including those interred outside of formal cemeteries?"

Although no Impact is expected to human remains from the project as proposed, because much of the project site was placer mined, tilled, planted and otherwise disturbed during the past 100 years and no significant cultural resources, historic or pre-historic, were identified on the surface of the project site. No cemeteries were identified within the project site boundaries. Therefore, no adverse impacts are anticipated to any human remains with implementation of the proposed project. However, if subsurface pre-historic human remains exists, and grading and excavation in conjunction with site development uncovers unknown subsurface remains, a provision of the project has been developed to address procedures for evaluating subsurface resources or remains should they be discovered during construction. The procedures are listed in Section V (b) of this report shall be followed. In addition, if human remains are discovered during subsurface excavations on the project site, no further disturbance shall occur until the County Coroner has made the necessary determination as to the origin and disposition of the remains, pursuant to Public Resources Code, Section 5097.98 and State Health and Safety Code, Section 7050.5.

V. Project Conditions that address Cultural Resources:

1. The future roadway shall be designed to avoid significant impacts to the known mines in the southern portion of the project site for Alternative A.

2. All contractors and equipment operators shall be instructed to watch for potential archeological artifacts (including glass pieces, ceramic pieces, square nails and human remains), pursuant to Section 106 of the National Historic Preservation Act.

3. If a cultural resource is discovered during the activities authorized by the approval of this project, the person in possession of the parcel and all persons conducting any activity authorized by this project approval shall comply with the following provisions:

   a. A qualified Archeological Monitor shall be present during all earth disturbing activities for the excavation, grading and construction of the portion of the roadway from 100 feet north of Angels Creek south to State Highway 49 to ensure that potential impacts to any subsurface cultural resources are avoided. The monitor will have the authority to flag the allowed limits of the roadway through the cultural resource area and to require avoidance of significant cultural resources, as approved by the City Community Development Director.

b. The person discovering the cultural resource shall notify the professional archaeologist by telephone within 4 hours of the discovery or the next working day if their office is closed.

c. When the cultural resource is located outside the area of disturbance, the professional archaeologist shall be allowed to photodocument and record the resource and construction activities may continue during this process. The area of disturbance includes grading and vegetation removal, plus 33 feet (10 meters).

d. When the cultural resource is located within the area of disturbance, all activities that may impact the resource shall cease immediately upon discovery of the resource. All activity that does not affect the cultural resource as determined by the consulting archaeologist may continue. A qualified archaeological professional, such as an archaeologist or an historian, shall be allowed to conduct an evaluative survey to evaluate the significance of the cultural resource.

e. When the cultural resource is determined to not be significant, the qualified professional archaeologist shall be allowed to photodocument and record the resource. Construction activities may resume after authorization from the professional archaeologist.

f. When a resource is determined to be significant, the resource shall be avoided with said resource having boundaries established around its perimeter by a qualified professional archaeologist or historian or a cultural resource management plan shall be prepared by a qualified professional to establish measures formulated and implemented in accordance with Sections 21083.2 and 21084.1 of the California Environmental Quality Act (CEQA) to address the effects of construction on the resource. The qualified professional shall be allowed to photodocument and record the resource. Construction activities may resume after authorization from the professional archaeologist. All further activity authorized by this by the approval of this project shall comply with any cultural resources management plan required.

g. If human remains are discovered during subsurface excavations on the project site, no further disturbance shall occur until the County Coroner has made the necessary determination as to the origin and disposition of the remains, pursuant to Public Resources Code, Section 5097.98 and State Health and Safety Code, Section 7050.5.

(Note: A cultural resource is any building, structure, object, site, district, or other item of cultural, social, religious, economic, political, scientific, agricultural, educational, military, engineering or architectural significance to the citizens of Angels Camp, Calaveras County, the State of California, or the nation which is 50 years of age or older or has been listed on the National Register of Historic Places, the California Register of Historical Resources, or a City or County register of cultural resources.)

Mitigation Monitoring: The required mitigation measures must be implemented during regular Public Works inspections for the required Grading Permit. Contractors working on the project site shall be given a copy of the required conditions and mitigation measures, and told of the

responsibility to comply with said measures. Any violations observed shall be reported to the City of Angels Community Development Department for enforcement.

VI. GEOLOGY AND SOILS: The Environmental Checklist, Appendix G, of the State CEQA Guidelines asks the following questions:

VI. -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
a) (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
a) (ii) Strong seismic ground shaking?	☐	☐	☐	☒
a) (iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
a) (iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

VI a) "Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42."

No Impacts to public safety from fault rupture activities are expected from the project as proposed. The project site is located in Seismic Zone III, as is much of the Central Valley and the Sierra Nevada Foothills. This "Sierra Block" is an area of historically low seismicity. Although Calaveras County has felt ground shaking from earthquake faults originating elsewhere, such as the Carson Valley Fault on the east side of the Sierras (which is capable of generating a magnitude 7.0 range Mercalli Intensity Scale quake), no major earthquakes have been recorded within the County. Division of Mines and Geology Special Publication 42 reports that there are no "active faults" known within Calaveras County. Active faults are defined as those that have had a surface displacement within the Holocene period of time, within the past 11,000 years. Active faults must be mapped by the State Geologist in compliance with State law. Developments in or near active faults are subject to the provisions of the State's *Alquist-Prioloa Earthquake Fault Zoning Act*. Although there are no known active earthquake faults located on or near the project site, the right-of-way project is located within the area of effect for older faults, the Melones Fault zone, which, along with the Bear Mountain Fault zone, comprise western Calaveras County's Sierra Foothills Fault system. Based on a seismicity study conducted by Kleinfelder in 1989, the potential for a Richter scale magnitude earthquake of 6.5 occurring along this fault in Calaveras County is very low. Based on these factors, the proposed project is not anticipated to be affected by a fault rupture zone.

ii) "Strong seismic ground shaking? "

The right-of-way project is located within the area of effect for the Sierra Foothills Fault system, as noted in Section VI (a)(i) above. Mercalli Scale intensities of 4.0 to 5.0 are possible from seismic activities generated outside the County, according to the Calaveras County General Plan, Section 2.2. The proposed project does not include any at risk structure that would be used for human occupancy. Hence risks to human safety are unlikely to occur even in the event of a large earthquake. The future road in the right-of-way will be constructed to current roadway standards, which will include provisions for bridges to withstand ground shaking that may occur from the regional fault system or from neighboring fault systems. Therefore, no significant impacts to public safety related to ground-shaking or seismic activities are anticipated from this proposed project.

iii) "Seismic-related ground failure, including liquefaction?"

No Impacts from seismic-related ground failure are expected from the project as proposed based upon the low potential for seismic activity in the project area as noted in Section VI (a)(i) above. Landslides, mudslides and rock falls are unlikely in the relatively gentle slopes in the terrain of the project site. The project is not located in alluvial silt fans, sandy soils, or decomposing granite soils that are likely to liquefy when saturated in a major seismic event. Any potential for minor areas of liquefaction exists with or without the proposed project. The proposed project does not include any structure that would be used for human occupancy, including no sensitive structures such as public hospitals or school facilities on the project site. There will be no enticement of the public needing special assistance to the project site.

iv) "Landslides?"

Gentle on-site slopes reduce the potential for landslides to less-than–significant. No Impacts from landslides are expected from the project as proposed. Landslides, mudslides and rock falls are unlikely in the relatively gently sloping, well drained terrain of the project site. On-site soils are fairly shallow, with only 10 to 55 inches to bedrock. Bedrock is not prone to sliding. No known areas with historic landslides occur in the project area. The proposed project does not include any structure that would be used for human occupancy, including no sensitive structures such as public hospitals or school facilities on the project site. There will be no enticement of the public needing special assistance to the project site.

VI b) "Would the project result in substantial soil erosion or the loss of topsoil?"

According to the United States Department of Agriculture (USDA) Soil Conservation Service report "*General Soil Map, Calaveras County, California, July 1966*", which includes the project area, on-site soils are comprised of two varieties. These soil types have the following characteristics:

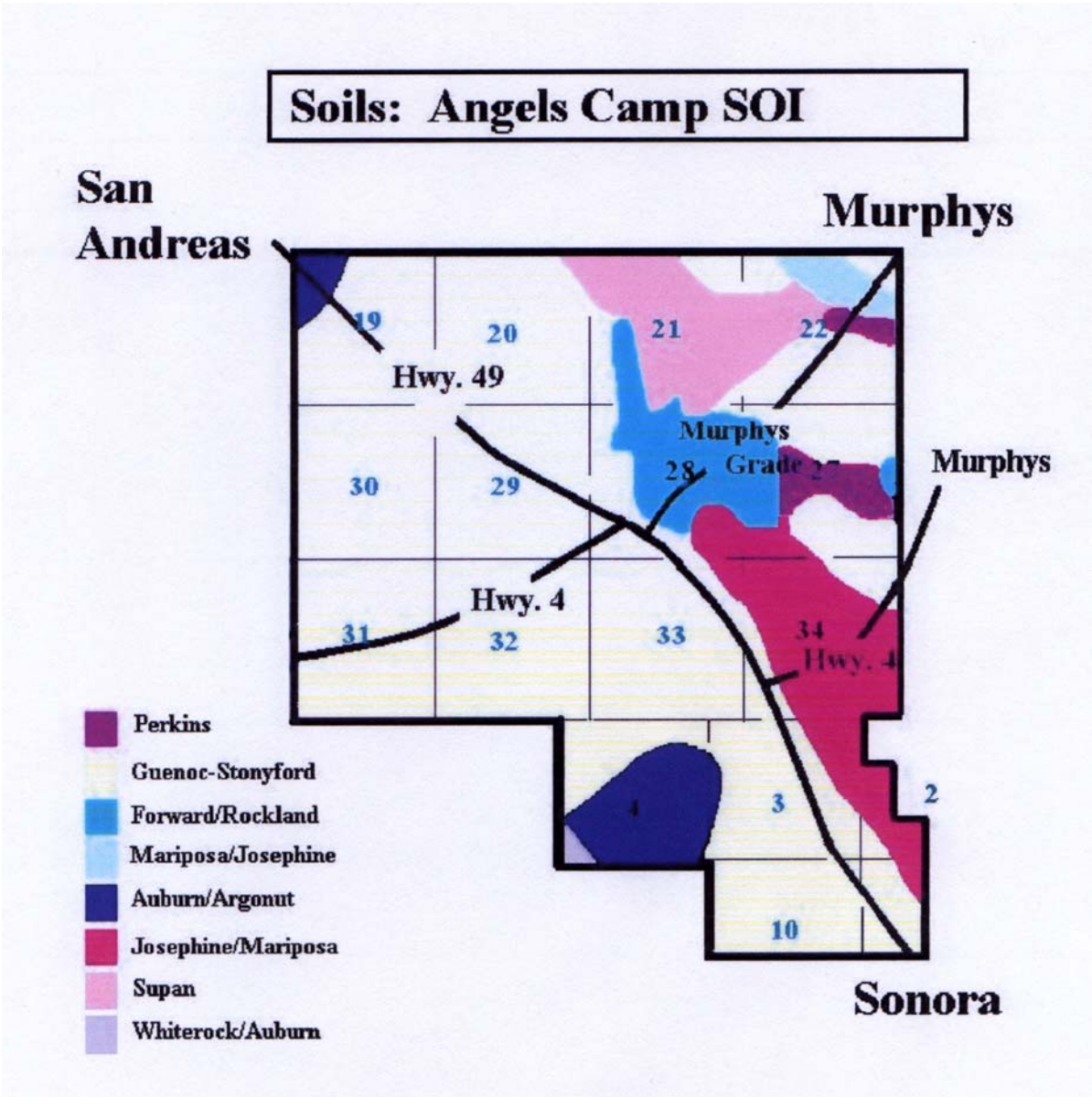
TABLE D

Soil Type: Guenoc-Stonyford Association

Parent Material	Depth Range	Slope Range	Permeability	General Drainage	Erosion Hazard
Greenstone & basic sedimentary rock	10"-45", shallow to deep	5 - 50%, gentle to steep	moderately slow to moderate	well	slight to moderate

Soil Type: **Auburn- Argonaut Association**					
Parent Material	Depth Range	Slope Range	Permeability	General Drainage	Erosion Hazard
Greenstone	12"- 55", shallow to deep	2 - 30%, near level to rolling hills	slow to moderate	well to moderately slow	slight to moderate

FIGURE 3, SOILS



Courtesy of Augustine Planning Associates, Inc.

Both soil types are low to moderately fertile for range value. Both soil types are rated as having a low to high shrink-swell behavior. Both on-site soils, portions of the Guenoc-Stonyford Association and the Auburn-Argonaut Association, have an erosion potential of slight to moderate. Approval of the proposed right-of-way will not create any significant erosion. Given the relatively gentle slopes of the project site, only slight to moderate erosion is anticipated during and immediately after future roadway construction. Erosion from the site will be controlled through best management practices during and immediately after future roadway construction.

Recontoured slopes for future roadway construction will incorporate new storm water drainage channels and storm water sediment basins to intercept runoff prior to reaching creek corridors, in order to control any sediment runoff from the project site and to protect water quality. Recontoured slopes will be constructed at no greater than a 1:1.5 ratio for slope stability and to prevent erosion.

Implementation of the following conditions for future roadway construction will ensure that significant impacts resulting from soil disturbances and erosion do not occur.

1. Development associated with this proposal shall comply with the Calaveras County Air Pollution Control District's fugitive dust and particulate matter regulations, which also limit any erosion and provide for construction controls to stabilize the earth for such activities as roadway cuts and fills.

2. Because the project involves exposing more than an acre of area with topsoil, the applicant shall secure a Notice of Intent (NOI) to obtain coverage under the General Construction Activity Storm Water Permit (California's National Pollutant Discharge Elimination System (NPDES) General Permit for construction related storm water discharge), which shall be reviewed by the State Water Resources Control Board Water Permitting Unit, for any earth moving activities exceeding one acre of total disturbance, pursuant to the Federal Water Pollution Control Act, Section 401, and State Water Resources Control Board authority provided by the State Clean Water Act.

3. To minimize soil exposure, excavation for future roadway construction will be designed to avoid removal of mature native trees and significant trees on the project site, excepting areas necessary to extend or widen roadways on the project site.

4. All soils disturbed by grading shall be paved, reseeded, hydromulched or otherwise stabilized as soon as possible and before the rainy season begins, by October 15 of the construction year, and emergency erosion control measures shall be utilized as requested by jurisdictional agency officials.

5. An Erosion Control Plan shall be submitted for approval and implemented for any construction to take place between October 15 and May 15 of any year. In the absence of such an approved and implemented plan, all construction shall cease on or before October 15, except that necessary to implement erosion control measures.

6. Best Management Practices for erosion control shall be utilized on the project site as required by the jurisdictional agencies as part of their permitting requirements for the future roadway construction.

Therefore, as mitigated, no significant soil erosion is expected from the project site.

VI c) "Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? "

No Impacts from unstable soils are expected from the project as proposed. Landslides, lateral spreading, subsidence, liquefaction and collapse are unlikely because no unstable soil areas were identified in this project site. On-site slopes are relatively gentle and only slightly to moderately erosive. Therefore, soils are expected to be stable.

VI d) "Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?"

Both soil types, the Guenoc-Stonyford Association and the Auburn- Argonaut Association, are rated as having a low to high shrink-swell behavior. Therefore, some portions of the on-site soils have a potential to be expansive. Soil testing will be done within the approved right-of-way prior to final roadway design. An engineered Grading Plan shall be required prior to approval of permits for the future roadway. No Impacts from expansive soils are expected from the future roadway project as proposed, because the design of the future roadway line will conform with standard construction techniques that address any potential impacts associated with the potential for shrinkage and expansion of soils.

VI e) "Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?"

No Impacts from septic systems or waste water are expected from the project as proposed, because no septic tanks or alternative waste water disposal systems for the disposal of waste water are proposed for this roadway project. The project area is served by a public sewer system operated by the City of Angels.

1. Recontoured slopes for future roadway construction shall incorporate new storm water drainage channels and storm water sediment basins to intercept runoff prior to reaching creek corridors, in order to control any sediment runoff from the project site and to protect water quality.

2. Recontoured slopes will be constructed at no greater than a 1:1.5 ratio for slope stability and to prevent erosion.

3. Development associated with this proposal shall comply with the Calaveras County Air Pollution Control District's fugitive dust and particulate matter regulations, which also limit any erosion and provide for construction controls to stabilize the earth for such activities as roadway cuts and fills.

4. Because the project involves exposing more than an acre of area with topsoil, the applicant shall secure a Notice of Intent (NOI) to obtain coverage under the General Construction Activity Storm Water Permit (California's National Pollutant Discharge Elimination System (NPDES) General Permit for construction related storm water discharge), which shall be reviewed by the State Water Resources Control Board Water Permitting Unit, for any earth moving activities exceeding one acre of total disturbance, pursuant to the Federal Water Pollution Control Act, Section 401, and State Water Resources Control Board authority provided by the State Clean Water Act.

5. A Grading Plan shall be required for earth disturbing activities for the roadway on the project site. The Grading Plan shall be submitted to the City of Angels and/or County of Calaveras Public Works Departments for review and approval of a Grading Permit. Soils reports may be required as part of the Grading Permit process to confirm that any expansive soils will not adversely affected the roadway construction.

6. To minimize soil exposure, excavation for future roadway construction will be designed to avoid removal of mature native trees and significant trees on the project site, excepting areas necessary to extend or widen roadways on the project site.

7. All soils disturbed by grading shall be paved, reseeded, hydromulched or otherwise stabilized as soon as possible and before the rainy season begins, by October 15 of the construction year, and emergency erosion control measures shall be utilized as requested by jurisdictional agency officials.

8. An Erosion Control Plan shall be submitted for approval and implemented for any construction to take place between October 15 and May 15 of any year. In the absence of such an approved and implemented plan, all construction shall cease on or before October 15, except for work that is necessary to implement erosion control measures.

9. Best Management Practices for erosion control shall be utilized during and immediately after future roadway construction on the project site as required by the jurisdictional agencies as part of their permitting requirements for the future roadway construction.

10. Revegetation for native oak and other significant trees, as well as riparian trees and shrub restoration and enhancement, is proposed for disturbed areas on the project site as discussed in Sections I and IV above.

Mitigation Monitoring: The required mitigation measures must be implemented during regular Public Works inspections for the required Grading Permit. Contractors working on the project site shall be given a copy of the required conditions and mitigation measures, and told of the responsibility to comply with said measures. Any violations observed shall be reported to the Central Valley Regional Water Quality Control Board for enforcement.

VII. HAZARDS AND HAZARDOUS MATERIALS: The Environmental Checklist, Appendix G, of the State CEQA Guidelines asks the following questions:

VI. -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport	☐	☐	☐	☒

or public use airport, would the project result in a safety hazard for people residing or working in the project area?				
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

VII a) "Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?"

No significant impacts from hazards or hazardous materials are expected from the right-of-way project as proposed, because no routine transport, use or disposal of hazardous materials is proposed. Hazardous materials include pesticides, herbicides, toxic metals, and chemicals, liquefied natural gas, explosives, and volatile chemicals. The temporary use of hazardous material during future roadway construction and maintenance will follow State and local regulations.

VII b) "Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?"

No significant impacts from upset or accident conditions involving hazards or hazardous materials are expected from the project as proposed, because the use of the future roadway for transport of trucks with designated hazardous materials will be prohibited from this residential neighborhood, excepting those needed for local agricultural chemical and propane deliveries.

VII c) "Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?"

No significant impacts from hazardous emissions or hazardous materials are expected from the project as proposed, because the proposed project will not create significant amounts of hazardous emissions, and does not involve handling of acutely hazardous materials, substances or wastes. No school is located within one-quarter mile of the project site. Therefore, no potential significant impacts to area properties (including any school, should it be proposed within one-quarter mile) are anticipated.

VII d) "Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?"

No impacts from hazards or hazardous materials are expected from the project as proposed, based on the finding that the site is not listed on any list of hazardous materials sites, compiled pursuant to Government Code Section 65962.5. The project site is not known to be on the Hazardous Materials List or database provided by the State of California. The project area has been used for placer mining, cattle grazing, a sewage treatment plant, and residential uses. The City's sewage treatment plant operators have monitored the effluent through their system for many years. The analysis submitted to the State's Regional Water Quality Control Board shows no significant levels of hazardous materials in the sewage effluent. The proposed right-of-way will by-pass the sewage treatment ponds, but may require removal of the sludge drying structures and relocation of the sewer main. No indications of abandoned barrels, tanks or other hazardous materials were identified in the project area. Therefore, it is not anticipated that hazardous materials exist in the project boundaries.

VII e) "For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?"

No significant impact from aviation hazards is expected from the project as proposed, because the site is outside the designated clear zone for departures and approaches to the nearest airport, the Calaveras County Airport, located approximately eight miles north from the project site. The project area is not located within two miles of either a public or private airport or airstrip.

VII f) "*For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?"*

No significant impact from aviation hazards is expected from the project as proposed, because the site is outside the designated clear zone for departures and approaches to the nearest airstrip. The project area is not located within two miles of either a public or private airport or airstrip.

VII g) "Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?"

The project as proposed would not interfere with any City or County adopted emergency response plan and will not interfere with the County's ability to respond to any emergency requiring evacuation of residents in this area. Future roadway construction may actually benefit emergency responses and evacuations by creating an alternative route for emergency vehicles and evacuations.

VII h) "Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?"

No significant risk from wildland fires is expected to be created by approval of the proposed project. Removal of non-native vegetation in the areas to be excavated and paved for future roadway construction will assist in actually reducing any wildland fire hazard on the project site. The proposed project is surrounded primarily by residential and agricultural development with a minimal urban/wildland interface. Wildland fuels on this project site are considered "light" by Section 3.0 of the Calaveras County General Plan, with grassy, rocky, cultivated, riparian and urbanized areas. However, the Angels Camp area experiences very dry windy days that can contribute to severe fire conditions even in light fuels. The areas inside and adjacent to the City of Angels are served with fire protection by the Angels Camp Fire Department, the Altaville-Melones Fire District, as well as the California Department of Forestry and Fire Protection station in Altaville, all with a rapid first response time because of their close proximity to the project site. Future roadway construction may actually benefit emergency fire vehicle responses and evacuations by creating an alternative route for emergency fire vehicles and evacuations. Water trucks will be on the project site on all dry, windy days, with less than 50 percent humidity and winds over 15 mph, for dust control during future roadway construction, as required in Section III above, and can be made available for quick fire suppression during construction hours. The City of Angels Fire Marshal will require a fire management plan as part of the future road construction contract that addresses fire safety in the project, including but not limited to clearances, fuels, the performance of hot work, and suppression equipment and practices. The shoulders of the future road will be maintained weed free to prevent accidental fires from hot exhaust pipes on cars pulling onto the shoulders. Street signs and residential driveway identification signs will be installed to speed emergency vehicle identification into and adjacent to the project site. Therefore, no significant risk to people or structures from wildland fires will be created by approval of the proposed project

VII. Project Conditions that address Hazards and Hazardous Materials:

1. The use of the future roadway for transport of trucks with designated hazardous materials shall be prohibited from this residential neighborhood, excepting those needed for local agricultural chemicals and propane deliveries.

2. Water trucks shall be on the project site on all dry, windy days for future roadway construction, as required in Section III above, and shall be made available for quick fire suppression during construction hours.

3. A Fire Management Plan shall be required, to be approved by the City of Angels Fire Marshal as part of the future road construction contract that will address fire safety in the

project, including but not limited to clearances, fuels, the performance of hot work, and suppression equipment and practices.

4. The shoulders of the future road will be maintained weed free a distance of 10 feet from the edge of pavement to prevent fire hazards.

5. Signs with street identification shall be provided for location of new or realigned roads, consisted with standards in the City and County Codes. All streets shall be identified and signed at intersections to allow for speedy response of emergency equipment. The size of letters, numbers and symbols for street and road signs shall be at least three inches in height and at least 3/8 inch in stroke. Letters/numbers shall be reflectorized, contrasting with the background color of the sign.

6. Residential identification shall be provided for location of realigned driveways serving residential structures. For single-family dwellings the size of letters, numbers and symbols for addresses shall be a minimum of three inches in height and 3/8 inch in stroke. Letters/numbers shall be reflectorized, contrasting with the background color of the sign. Any number not attached to a building shall be located at least four feet from the improved shoulder of the adjacent roadway and shall be no higher than four feet from ground level and no lower than three feet from ground level. All numbers shall be legible from the road on which the address is located.

Mitigation Monitoring: The required mitigation measures must be implemented as regular road maintenance. The proposed roadway shall be posted as required following completion of construction for the roadway. Any violations observed shall be reported to the Calaveras County Sheriff, City of Angels Police, or Fire Department for enforcement.

VIII. HYDROLOGY AND WATER QUALITY: The Environmental Checklist, Appendix G, of the State CEQA Guidelines asks the following questions:

VIII. -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level	☐	☐	☐	☒

(e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☒	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☒	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☒	☐	☐
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	☐	☒	☐	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

VIII a) "Would the project violate any water quality standards or waste discharge requirements?"

The City provides wastewater collection, transmission and treatment for users within the City Limits. The collection system transports wastewater for the City of Angels Wastewater Treatment Plant on Centennial Lane, through the project site to an area south and west of Angels Creek. The proposed right-of-way will by-pass the sewage treatment ponds, but may require removal of the sludge drying structures and relocation of the sewer main. The plant uses oxidation ponds and a clarifier to treat the waste stream. The wastewater treatment plant is regulated under State water quality standards by the Regional Water Quality Control Board. Further treatment is provided

by land application in which effluent is treated by ground percolation outside the project area. The two older sludge impoundments will need to be relocated elsewhere in the City's Corporation Yard for future roadway development within the proposed right-of-way for both Alternatives A and B. Ample area exists there to accommodate the relocated sludge basins. The City will continue to provide wastewater services to and through the project parcels that are located within the City Limits, including collection and transmission lines that pass through County jurisdictional parcels. Therefore, new individual septic disposal systems will not be required within the project area and no further impacts are expected to groundwater from septic systems within the project area.

The project parcels within the City Limits are served by the City of Angels with public water, as well as public sewer. Parcels located within the County may retain their current wells and septic systems, unless the future roadway design requires relocation of a well or septic system. Any existing on-site wells and/or septic tanks to be abandoned within the proposed right-of-way shall be destroyed under permit from the Calaveras County Department of Environmental Health and in accordance with all laws and policies governing wells and septic tanks within Calaveras County, and in accordance with California State Model Well Standards. This measure shall apply to on-site wells and/or septic tanks at the time they are no longer needed.

Two U.S. Geological Survey (U.S.G.S.) designated blue-line perennial streams are found within the project area, Angels Creek and Sixmile Creek. One U.S.G.S. designated blue-line intermittent stream is identified in the project area, Indian Creek. The project area has other small manmade waterways, including roadside ditches, pipelines, and ephemeral drainages. On the north side of Finnegan Lane is a seasonal creek that passes under the roadway in a culvert. Alternatives A and B would traverse the northeastern corner of the City of Angels Corporation Yard, pass by the City's wastewater treatment plant. In the northeastern portion of the City Corporation Yard is located another seasonal creek, which may be impacted by future development of a road in the proposed right-of-way. The driveway access to the City Corporation Yard may need to be relocated through this seasonal creek depending on roadway design. From the City Corporation Yard the road right-of-way for Alternatives A and B would cross over Angels Creek and over Sixmile Creek, either below its confluence with Indian Creek (as originally proposed in Alternative A) or above the confluence of Sixmile and Indian Creeks as proposed in Alternative B. Angels Creek, Sixmile Creek, and a seasonal stream north of Finnegan Lane were flowing during site inspections on May 10 and 13, 2005. Other seasonal streams were dry on these dates. A bridge will be needed for future roadway construction over Angels Creek for all alternatives. A bridge may be needed over Sixmile Creek for Alternative A. Therefore, the proposed project has the potential to impact surface water quality during future roadway construction.

A formal wetland or waterway delineation may be required by the U.S. Army Corps of Engineers (USACE), including an assessment of hydrological connections of identified wetlands or waterways as they relate to other waters of the United States. Perennial streams are considered waters of the U.S. Water quality in waters of the U.S. would be regulated consistent with the Rivers and Harbors Act of 1899, Section 10, and the

Federal Clean Water Act, including Section 404, that address wetlands and waterways. The drainage channels were noted as potentially jurisdictional waters of the U. S. If the USACE deems the waters federal jurisdictional wetlands; then acquisition of appropriate permits and notifications with potential mitigation for loss of waterways and wetlands would be required, pursuant to Section 404 of the Federal Clean Water Act.

A narrow band along Angels Creek, Sixmile Creek, and Indian Creek within the project site are designated by the Federal Emergency Management Agency as Federal Flood Zones A, subject to seasonal flooding. These areas were identified to contain riparian or wetland vegetation, including Valley oak, big-leaf maple, Oregon ash, Fremont's Cottonwood, rushes, blackberries and willows. The future development of the roadway on the project site may impact or alter these creek channels. Because these creeks were found to have wetland plant species and found to be inundated with water more than 15 days of the year, they have two of the criteria for Federal and State wetland jurisdiction. The State Department of Fish and Game requires permits or agreements for any alteration of streambeds classified as waters of the State. The National Storm Water Discharge Elimination System (NPDES) Permit Program is administered by California's Regional Water Quality Control Boards. Improved roadway crossings over creeks, or to the edge of on-site waterways, are needed to provide safe roadway access in the future. Therefore, wetland or waterway alteration permits may be needed for some areas on the project site from the USACE, State Department of Fish and Game, or Regional Water Quality Control Board, to assure no degradation of water quality in or near waterways or wetlands.

Approximately 1.05± acres may be considered waters of the United States within the proposed right-of-way for Alternative A. Approximately 0.88± acres may be considered waters of the United States within the proposed right-of-way for Alternative B. All waters of the United States are also considered waters of the State. Therefore, appropriate permits may be needed from several jurisdictional agencies for future roadway construction. To avoid the violation of any water quality standards or waste discharge, the following permits shall be secured if required by jurisdictional agencies. The following required permits shall be secured prior to commencement of future roadway construction. The proposed future roadwork shall be conducted in compliance with all required permits, as approved by the following jurisdictional agencies:

- U.S. Army Corps of Engineer, Federal Clean Water Act, Section 404 Permit, and/or the Rivers and Harbors Act, Section 10 Permit;

- California Regional Water Quality Control Board, Region 5, Federal Clean Water Act, Section 401 Permit;

- California Regional Water Quality Control Board, Region 5, Water Quality Certification and Storm Water Discharge Permit;

- California Department of Fish and Game, Region 4, Streambed or Lakebed Alteration Agreement, State Fish and Game Code, Section 1600, et seq.;

- City of Angels and/or County of Calaveras Grading Permit.

- Calaveras County Department of Environmental Health, permits governing abandonment of wells and septic tanks

Therefore, the project would have less than a significant impact on water quality and waste discharge requirements, because all work will be done in compliance with required water quality permits, so that the project will not create a significant impact on water quality.

VIII b) "Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level, which would not support existing land uses or planned uses for which permits have been granted)?"

The proposed road right-of-way project will not utilize ground water. The City currently maintains domestic water lines adjacent to and through the project site. The project is not associated with either the City's water allocations or its water storage capacity. City water comes primarily from allocations from local reservoirs and not from ground water wells in the project area.

The future construction of a road on the project site may require abandonment of wells within the proposed right-of-way. As landowners within the project area connect to the municipal water system, the City will require them to seal existing wells pursuant to Calaveras County Department of Environmental Health regulations, in order to protect the groundwater quality in this area. Sealing unused wells will prevent surface contaminants from reaching the groundwater table.

Additionally, storm water retention basins are to be utilized to control sediment runoff, but will also promote recharge of the groundwater in the project area, by promoting percolation of water through the sediment basins into the groundwater table in the project area. Therefore, the project would have less than a significant impact to groundwater as proposed, because groundwater levels will not be changed by the project.

VIII c) "Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?"

The proposed road right-of-way for Alternatives A and B will extend across Angels Creek and Sixmile Creek. A bridge will be needed over Angels Creek and may be needed over Sixmile Creek for Alternative A. A bridge will be needed over Angels Creek and culverts will be needed over Sixmile Creek for Alternative B. Streambed Alteration Agreements shall be secured from the California Department of Fish and Game prior to commencing future road work in the vicinity of the creeks. A formal wetland delineation shall be done

for any jurisdictional waterways (perennial and intermittent streams) and individual mitigation shall be developed by a qualified biologist, in consultation with the State Department of Fish and Game and the U.S. Army Corps of Engineers, as discussed in Section IV of this report, prior to future roadway development. The natural waterways disturbed by the future roadway development shall be revegetated or otherwise stabilized upon completion of the on-site construction and excavation. The conditions of project development will reduce potential impacts to the waterways to a less than significant level.

Bridges shall be designed to span the natural creek channels to avoid creating a barrier that would significantly alter existing drainage patterns or local waterways. Culverts shall be designed to comply with State Fish and Game culvert standards in the natural creek channels to avoid creating a barrier to native fish and other aquatic species. Work in and around the creeks shall only occur during the creeks' low-flow period, which normally occurs from mid-August to early November to avoid siltation of the waterways. Therefore, significant impacts from alteration of waterways are not anticipated.

The following future roadway design provisions will be utilized to prevent any significant degradation of water quality from erosion or siltation on the project site:

1. A National Storm Water Discharge Elimination System (NPDES) Permit administered by the California Regional Water Quality Control Board shall be secured for disturbance of more than one acre on the project site. All private parcels shall be bound by all standard discharge requirements, including erosion and siltation control measures.

2. Appropriate permits shall be secured from State and Federal jurisdictional agencies. To avoid the violation of any water quality standards or waste discharge, including erosion and siltation, the permits from jurisdictional agencies shall be secured prior to commencement of project construction. The proposed work shall be conducted in compliance with all of the permits, as approved by the jurisdictional agencies.

3. The crossing of streams shall be avoided or minimized by the project design.

4. Storm water or sediment retention basins shall be constructed on the project site prior to entering perennial or intermittent streams. Storm water will be allowed to percolated into the ground below the sediment basin, be filtered in the subsurface soils, and recharge the groundwater. The size of the storm water basins will be determined by a drainage study for the future roadway design.

5. All erosion control measures listed in the "Geology and Soils" section of this report shall be utilized on the project site.

The project would have less than a significant impact on soil erosion and siltation, because the project proposes to recontour the proposed right-of-way with new drainage channels and storm water sediment basins, to control any sediment runoff from the

project site and to protect water quality. Recontoured slopes will be constructed at no greater than a 1:1.5 ratio for slope stability and to prevent erosion. The project would have less than a significant impact on water quality, because all work will be done in compliance with these project provisions and, implementation of the mitigating measures in Sections IV (b), IV (c), VI (c), VIII (a) and (f) of this report to ensure that significant impacts resulting from soil disturbances and erosion do not occur.

VIII d) "Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?"

As discussed in VIII (c) above, regarding drainage patterns in the project area, the project proposes an new roadway to cross two U.S. Geological Survey designated perennial streams found within the project area, Angels creek and Sixmile Creek. The only U.S.G.S. intermittent streams identified in the project area is Indian Creek and it is near the project site, but should not be altered by Alternatives A or B. The project will introduce new impervious surfaces in the form of roadway paving. Impervious surfaces do speed the rate of storm water runoff from the project site. Removal of native vegetation from the project site can also speed the rate of storm water runoff. The project conditions include revegetation with native and significant trees and riparian vegetation in a ratio of five new trees to one removed tree, as well as reseeding exposed slopes. These large areas for revegetation on project site will slow storm water runoff velocity. The project will be required to size bridge footings and culverts to avoid reducing the storm water capacity of streams to be crossed by the future roadway.

The project will also be required to include several new storm water or sediment retention basins to maintain the flood storage capacity on the project site. These new storm water or sediment retention basins will be fed by a new network of storm water interceptor drains on the project site. Therefore, no off-site impacts from flooding rates or amounts are expected from the approval of this project. The project would have less than a significant impact on flooding, because all work will be done in compliance with the project design provisions. Therefore, as discussed above, less than a significant impact is expected to drainage patterns in the project area.

VIII e) "Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?"

The City of Angels has developed a "Rainfall Intensity Chart" based upon data from P.G.& E. rainfall records and the U.S. Department of Commerce "Precipitation Frequency Atlas" for the western United States. This data shows that 3.4 inches of rain per hour can occur in 100-year storm events. However, less than 0.5 inches of rain per hour has been known to fall for 10 hours or more during 100-year storm events. The street drainage system must be engineered and designed to handle the runoff from a 100-year storm event. As discussed in VIII(c) and (d) above, the project would have less

than a significant impact, because a new storm water drainage system is proposed to serve the project area. Although the project design will include the introduction of impervious surfaces that can speed water runoff from the site, new storm water or sediment retention basins and a network of storm water drains along the project site are proposed to maintain the storm water storage capacity on the project site. Drainage will occur in natural channels and man made channels, be trapped in storm water drains and channeled into new storm water retention basins. The new retention basins will allow the storm water to settle, deposit sediments and percolate into the ground prior to entering stream channels. The size of the storm water basins will be determined by a drainage study for the future roadway design. Therefore, the project would have less than a significant impact on runoff water quality or quantity, because all work will be done in compliance with the project conditions.

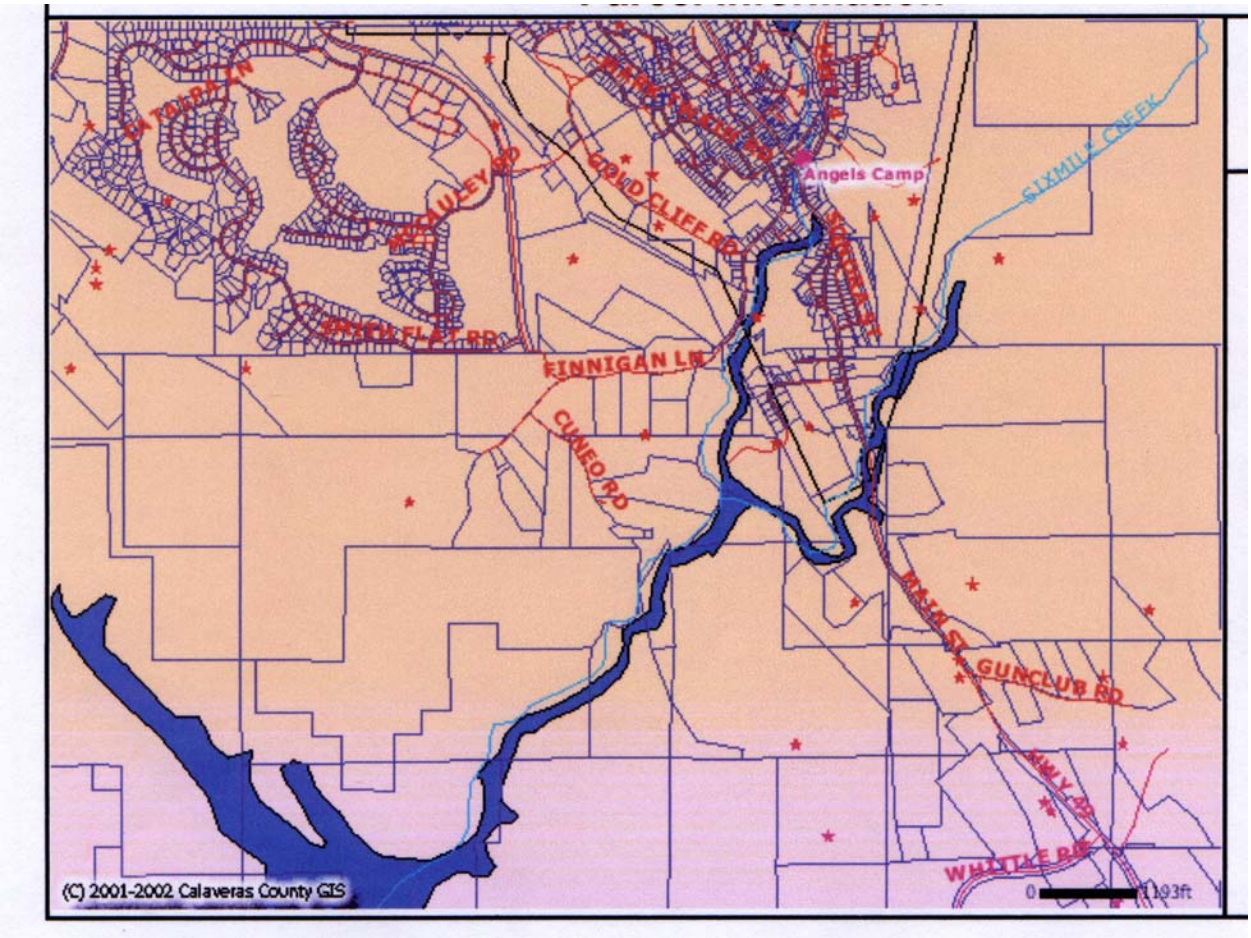
VIII f) "Would the project otherwise substantially degrade water quality?"

The project would have less than a significant impact, because storm water runoff from the future roadway and cut and fill slopes will be trapped in retention basins where any sediments or automotive oils can settle, as discussed above, and not enter natural streams. Degradation of water quality in the creeks, which might be associated with soil disturbances, will be minimized through implementation of best management practices for erosion control, as required by the project's Streambed Alteration Agreement secured through the California Department of Fish and Game and other jurisdictional agency permits that may be required. Any polluting materials to be introduced during project construction shall be contained and handled in accordance with best management practices and in accordance with State, Federal and local laws and Ordinances, as discussed in the "Hazards and Hazardous Materials" section of this report. Therefore, no significant impacts to water quality are expected as a result of the proposed project.

VIII g) "Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?"

The project would have no significant impact on housing in a 100-year flood hazard area, because no housing is proposed on the project site or Flood Zone A as designated by the U.S. Federal Emergency Management Agency. Portions of the project site are located within a federally mapped Flood Zone A, pursuant to the Flood Insurance Rate Map for the City of Angels, produced by the U.S. Federal Emergency Management Agency (FEMA), Community Panel # 060021 0001 and 0002, effective May 19, 1997. It received this rating because the project site is subject to areas of localized flooding along Angels Creek, Sixmile Creek and Indian Creek within the City's Sphere of Influence. Therefore, no housing on the project site is subject to any eminent flood hazards.

FIGURE 4, FEMA FLOOD ZONE A



Courtesy of Calaveras County GIS

VIII h) "Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?"

As noted above, portions of the project site along the creeks are located within an area subject to the 100-year flood and are federally mapped as Flood Zone A, pursuant to the Flood Insurance Rate Map for the City of Angels. It received this rating because the project site is subject to areas of localized flooding from over-bank flows along Angels Creek and Sixmile Creek, both perennial creeks, and along a portion of Indian Creek, an intermittent creek, all in the project area within the City Sphere of Influence. A bridge will be needed for future roadway construction over Angels Creek for all alternatives. A bridge may be needed to cross over Sixmile Creek for Alternative A and culverts may be needed to cross over Sixmile Creek for Alternative B. Therefore, the proposed project has the potential to impact the Flood Zones of these creeks during future roadway construction.

Storm water collected within the project area will be discharged after temporary retention in storm water basins by percolation into the soil. The City will be responsible for acquisition and improvement of the storm water retention basins as part of the construction for the future roadway. A detailed drainage study will be required as part of the design phase for the future roadway, as well as road improvement plans, grading plans and erosion control plans for review and approval by the City and the County. These plans and studies for the roadway design will help develop control measures to minimize the alteration of the natural floodplains to help accommodate or channel flood water; control filling and grading, which may increase flood damage; and prevent construction of flood barriers, which will unnaturally divert flood water or which may increase flood hazards up or down stream.

The new storm water system proposed for the project area will help to alleviate the localized flooding problems. New structures planned for the project area will be prevented from redirecting or impeding flood flows off the project site, through development of the new storm drains and storm water retention basins that are proposed. Therefore, the new structures proposed for this project will have less than a significant effect on flooding, because all structures proposed in conjunction with this project will be constructed to withstand flooding and constructed along with storm water drainage and retention basin facilities to handle localized flooding within the flood hazard area. Therefore, structures associated with the proposed project will not significantly impede or redirect flows within the creek nor raise the water levels in the area.

VIII i) "Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?"

As noted above, portions of the project site are located within a federally mapped Flood Zone A. Minor seasonal flooding is found in the project area adjacent to Angels Creek, Sixmile Creek and Indian Creek. The project site is not located within a potential inundation zone for failure of any upstream dam on Angels Creek, Sixmile Creek or Indian Creek. No levees are located or proposed in the project area. Therefore, the project site is not subject to any eminent flood hazards from a dam or levee failure.

VIII j) "Would the project cause inundation by seiche, tsunami, or mudflow? "

The project would have less than a significant impact, because the project as proposed would not increase any risk for inundation by seiche, tsunami, or mudflow. The planning area does not contain any bodies of water large enough to result in substantial seiches or tsunamis.

VIII. Project Conditions that address Hydrology and Water Quality:

1. A formal wetland or waterway delineation may be required by the U.S. Army Corps of Engineers (USACE), including an assessment of hydrological connections of identified wetlands or waterways as they relate to other waters of the United States within the project area.

2. Appropriate water quality permits shall be secured as required from State, local and Federal jurisdictional agencies. To avoid the violation of any water quality standards or waste discharge, including erosion and siltation, the permits from jurisdictional agencies shall be secured prior to commencement of future roadway construction. The proposed roadwork shall be conducted in compliance with all of the permits, as approved by the jurisdictional agencies.

   a. U.S. Army Corps of Engineer, Federal Clean Water Act, Section 404 Permit, and/or the Rivers and Harbors Act, Section 10 Permit;

   b. California Regional Water Quality Control Board, Region 5, Federal Clean Water Act, Section 401 Permit;

   c. California Regional Water Quality Control Board, Region 5, Water Quality Certification and Storm Water Discharge Permit for disruption of more than one acre of surface area;

   d. California Department of Fish and Game, Region 4, Streambed or Lakebed Alteration Agreement, State Fish and Game Code, Section 1600, et seq.;

   e. .City of Angels and/or County of Calaveras Grading Permit.

   f. Calaveras County Department of Environmental Health, permits governing abandonment of wells and septic tanks.

3. The crossing of creeks and seasonal streams shall be avoided or minimized by the project design.

4. Mature riparian trees and shrubs shall be avoided by the project design, excepting areas necessary to extend or widen roadways on the project site.

5. All bridge and culvert structures located within the project area shall be developed to withstand flood hazards.

6. Sediment and storm water retention ponds or basins shall be constructed to control any sediment runoff from the project site, prior to reaching Angels Creek, Sixmile Creek or Indian Creek. Storm water shall be collected in a new storm drain system and allowed to percolate into the ground below the sediment and storm water retention basin to recharge the groundwater, unless utilized for revegetation or landscape irrigation. The size of the basins shall be determined by a drainage study for the future roadway design and shall be engineered and designed to handle the runoff from a 100-year storm event.

7. Revegetating of removed native and significant trees and riparian vegetation shall be done within the proposed right-of-way in a five new to one removed tree ratio. All exposed slopes shall be reseeded or revegetated prior to October 15 of the construction year.

8. The future roadway design shall be required to engineer bridge footings and size culverts to avoid reducing the storm water capacity of streams to be crossed by the future roadway.

9. New storm water retention basins shall be required to maintain the flood storage capacity on the project site. These new storm water retention basins will be fed by a new network of storm water interceptor drains along the future roadway on the project site.

10. The storm water drainage system shall be engineered and designed to handle the runoff from a 100-year storm event.

11. Heavy construction equipment, vehicles and other construction materials shall not be stored, oiled, fueled or otherwise maintained within 50 feet of any waterway or pond.

12. All erosion control measures listed in the "Geology and Soils" section of this report shall be utilized on the project site.

13. Existing on-site wells and/or septic tanks that are no longer needed within the project right-of-way shall be destroyed under permit from the Calaveras County Department of Environmental Health and in accordance with all laws and policies governing wells and septic tanks within Calaveras County, and in accordance with California State Model Well Standards. This measure shall apply to on-site wells and/or septic tanks at the time they are no longer needed.

14. Changes to, or interference with, the public wastewater conveyance facilities of the City of Angels and its water conveyance facilities shall be minimized by new roadway design and widening of existing roadways. Utility providers shall be consulted for approval of all crossings within their easements.

Note: For permits and consultations, contact Kathy Norton, Regulatory Branch, Army Corps of Engineers, at the Sacramento District, 1325 "J" Street in Sacramento, CA 95814-2922; contact the Central Valley Regional Water Quality Control Board at 11020 Sun Center Drive #200 in Rancho Cordova, CA 95670-6114; contact Kent Smith, at Region 2 of the CA Dept of Fish and Game, 1701 Nimbus Road in Rancho Cordova, 95670; and contact the Environmental Health Dept. of Calaveras County at 891 Mountain Ranch Road in San Andreas, CA 95249.

Mitigation Monitoring: The required mitigation measures must be implemented during regular Public Works inspections for the required Grading Permit. Contractors working on the project site shall be given a copy of the required conditions and mitigation measures, and told of the

responsibility to comply with said measures. Any violations observed shall be reported to the jurisdictional agencies listed above for enforcement.

IX. LAND USE AND PLANNING: The Environmental Checklist, Appendix G, of the State CEQA Guidelines asks the following questions:

IX. Would the project	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Physically divide an established community?	☐	☐	☒	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

General

The project site is comprised of 20 potential parcels, with right-of-way totaling approximately 10 to 12± acres. Approximately 12 parcels within the right-of-way area have already been developed with structures, including a few scattered houses, barns and outbuildings, and a newer commercial building. One parcels is developed with a vineyard. The City of Angels Sphere of Influence has parcels currently within the jurisdiction of Calaveras County. The Calaveras County General Plan, *Table II-3, City of Angels Sphere of Influence,* states that land uses located within the City Sphere of Influence (City of Angels Community Plan), must be consistent with the underlying General Plan land use designations within the County's jurisdiction. The project site currently has the following City of Angels and County of Calaveras General Plan land use designations and zonings under the City and County Zoning Codes, as well as current land uses that are shown in TABLE A, the Land Use Designation and Zoning Summary, found on pages 8 and 9 of this report.

KEY to TABLE A (see pages 8 & 9):

Calaveras County

General Plan Land Use Designations in City of Angels Sphere of Influence Plan (CASIP)	County Consistent Zoning for County Designated CASIP
All	U (Unclassified)
R-S (Residential Suburban)	RA (Residential Agriculture)

R-S-Mn (Residential Suburban-Mining)	RA-5 & ME (Residential Agriculture-5 Acre Density & Mining Operation)
PS (Public Service)	PS (Public Service)
SP (Special Planning)	Special Plan required for Zone
C (Commercial)	C2 (General Commercial)

City of Angels

General Plan Land Use designations	City Zoning
RL (Residential Low Density)	RA (Residential Agricultural)
PS (Public Sites)	PS (Public Service)
C (Commercial)	SC (Suburban Commercial)

The City of Angels' General Plan Land Use designations for the site currently contain no Agricultural or Open Space land use pre-designations. The project proposed is consistent with the City of Angels and County of Calaveras General Plan land use designations on the subject parcels, pursuant to Land Use Elements of those General Plans.

A total of 80 property owners located within 500 feet of proposed Alternatives A and B right-of-ways were notified of the proposed project in May 2005. Of the 80 neighboring property owners notified of the proposed project, 24 offered comments in opposition to the proposed right-of-way and one offered comments in support for the proposed project. The one property owner writing in favor of the proposed project noted that the town had outgrown its Main Street and something needed to be done. 55 notified property owners offered no opinion on the proposed project. Of the 24 property owners offering opposition to the proposed project, most objected to increased traffic and noise through their neighborhood. Four objected to dust and air pollution. Five asked for consideration of alternative project alignments, which are addressed in the introduction to this report. Three objected to the projected costs and lost taxes. Two objected to pedestrian and bicycle safety conflicts, and an increase in crime because of an easier get-away. Two objected to traffic noise impacts to the Greenhorn Creek Golf Course. One commented on unsafe highway traffic encroachments. Three commented on the loss of value to their property, including one well, but the property owners will need to be compensated at fair market value for the right-of-way to be acquired. One commented on impacts to old mining sites. Two objected to the loss of wildlife and creek impacts. One commented on growth inducement, which is addressed in Section IX (b) below. The concerns about traffic, bicycles and pedestrians are addressed in Section XV of this report. The concerns about noise are addressed in Section XI of this report. The concerns about dust and air pollution are addressed in Section III of this report. The concerns about crime area are addressed in the police protection potion of Section XIII of this report. The concerns about wildlife are addressed in Section IV of this report. The concerns about old mining sites is addressed in Section V of this report. Creek impacts area addressed in Section VIII of this report.

IX a) "Would the project physically divide an established community?"

No significant physical division of the community will result from the approval of the proposed project. The proposed road right-of-way would be accessible to all residents of the community.

IX b) "Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?"

The proposed project is consistent with the policies and regulations of the City of Angels General Plan Land Use Element and Zoning Code, as well as consistent with the policies and regulations of the County of Calaveras General Plan Land Use Element and Zoning Code. Roadways are allowable land uses in all zoning districts. The proposed project is also consistent with the Regional Transportation Plan. No changes are proposed to land use limitations, to any General Plan or Zoning for the subject parcels. Therefore, the only growth expected on the subject parcels is the same growth currently allowed on the project site under existing General Plan and Zoning regulations.

Because approximately 12 parcels, of the 20 potential parcels within right-of-way area have already been developed with structures, including a few scattered houses, barns and outbuildings, a newer commercial building, and a vineyard, every effort should be made to avoid removing these existing structures and permitted land uses on the project site.

The project as proposed may require permits and agreements with several State, local and Federal regulatory agencies. The permits listed in Table C, on page 12 of this report, will be secured prior to commencement of project construction. The proposed work will be conducted in compliance with all required permits.

IX c) "Conflict with any applicable habitat conservation plan or natural community conservation plan?"

No formal Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local habitat conservation plan exists in the project boundaries or the vicinity. Previously certified environmental review documents for the Regional Transportation Plan addressed the need for the proposed project and the areas for the proposed project. The proposed project does not conflict with any regional conservation documents.

IX. Project Conditions that address Land Use:

1. The project as proposed may require permits and agreements with several State and Federal regulatory agencies. These permits shall be secured prior to commencement of project construction. The following entitlements may be required for the project and the proposed work shall be conducted in compliance with all required permits:

- U.S. Army Corps of Engineer, Federal Clean Water Act, Section 404 Permit, and/or the Rivers and Harbors Act, Section 10 Permit;

Contact Kathy Norton, Regulatory Branch, Army Corps of Engineers, at the Sacramento District, 1325 "J" Street in Sacramento, CA 95814-2922;

- California Regional Water Quality Control Board, Region 5, Federal Clean Water Act, Section 401 Permit;
  Contact the Central Valley Regional Water Quality Control Board at 11020 Sun Center Drive #200 in Rancho Cordova, CA 95670-6114;
- California Regional Water Quality Control Board, Region 5, Water Quality Certification and Storm Water Discharge Permit;
  Contact the Central Valley Regional Water Quality Control Board at 11020 Sun Center Drive #200 in Rancho Cordova, CA 95670-6114;
- California Department of Fish and Game, Region 4, Streambed Alteration Agreement, State Fish and Game Code, Section 1600, et seq.;
  Contact Kent Smith, at Region 2 of the CA Dept of Fish and Game, 1701 Nimbus Road in Rancho Cordova, CA 95670;
- U.S. Bureau of Land Management, Special Use Permit (for road construction and maintenance);
  Contact the U.S. Bureau of Land Management at 63 Natoma St. in Folsom, CA 95630;
- Caltrans, District 10, Encroachment Permit;
  Contact Caltrans District 10, Attn: Michael Rodrigues at Right-of-Way 1976 East Charter Way in Stockton, CA 95205;
- City of Angels and\or County of Calaveras, Grading Permit and Encroachment Permits.
  Contact the City of Angels Public Works Dept. at P.O. Box 667 in Angels Camp, CA 95222 and contact the Public Works Dept. of Calaveras County at 891 Mountain Ranch Road in San Andreas, CA 95249.

2. Every effort should be made to avoid removing the existing private structures from the project site through modifications to the future roadway design.

3. All corners shall be monumented as required by the County Surveyor prior to commencement of future roadway construction to avoid trespass outside the road right-of-way.

Mitigation Monitoring: Each of the agencies listed above shall be responsible for enforcement of the conditions of their individual permits.

X. MINERAL RESOURCES: The Environmental Checklist, Appendix G, of the State CEQA Guidelines asks the following questions:

X. Would the project	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

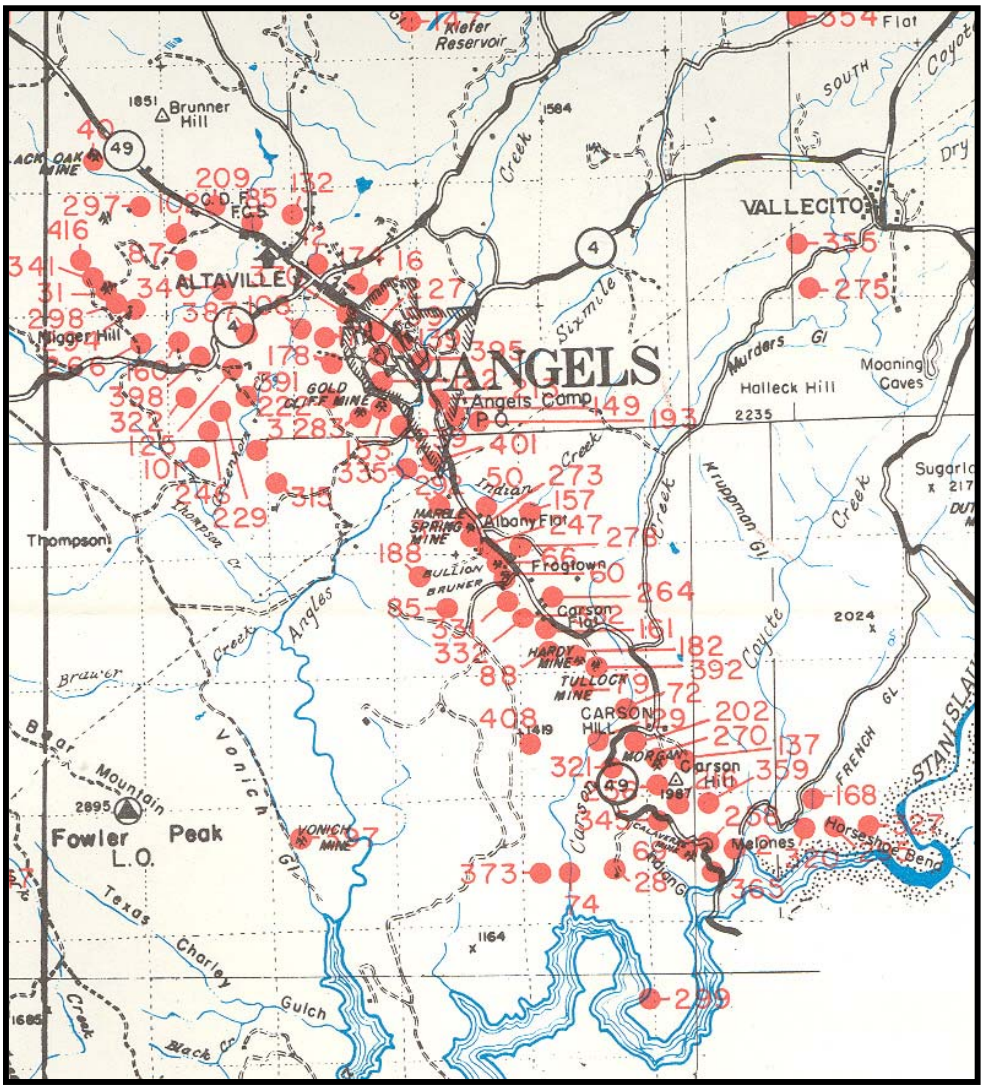
X a) "Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?"

The project area has not been formally classified by the California Geological Survey as containing valuable mineral resources. The State Division of Mines and Geology reported no known resources in the project area in their "*Mineral Lands Classification of Calaveras County, California*". The State is undergoing a mineral lands inventory of the Angels Camp area later this year. The Calaveras County General Plan map of "Mineral Resource Areas" does not designate the project site as a Mineral Resource Area. The project site already has been extensively mined during the past 150 year and the availability of remaining mineral resources has not been determined. The project as proposed will not preclude future mineral extraction activities in the project are, should mineral resources be designated at a later date. Placer mining tailings are present along the creeks and drainages within the project site. Evidence of several mines is found in the area surrounding the project site. Therefore, the potential for mineral resources to exist is present. The future construction of a new road will provide better access to this area and, thus, the proposed project would not prevent extraction of mineral resources in the surrounding area should they be identified. Therefore, no significant impact is expected to the availability of mineral resources of regional or statewide importance by the project proposed for Alternatives A or B.

X b) "Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?"

No important mineral resource areas were identified within the project area by the "*Mineral Resource Areas*" map in Calaveras County General Plan at page IV-14. The mines within the project area are classified as idle by the California Department of Conservation, Division of Mines and Geology. However, the Calaveras County General Plan designated three of the subject parcels as R-S-Mn (Residential Suburban-Mining) for the City of Angels Community Plan. This land use designation recognized that a portion of the project area had been mined during the past 150 year, but the availability of remaining mineral resources has not been determined. Old mines identified nearby the project site included the Gold Cliff, Specimen Hill, North Star, Dolling and War Eagle Quartz Mines. None of these mines were identified in the project right-of-way. Placer-mined drainages and piles are located on the project site. Old mine sites, as noted in the map below, will be avoided by the project design for the future road.

FIGURE 5,
Lode Gold Mines & Prospects within the City of Angels Sphere of Influence



Source: Mines & Mineral Resources of Calaveras County, CA County Report #2 – CA Division of Mines & Geology, 1962 - Courtesy of Augustine Land Planning, Inc.

The project does not constitute a commercial mineral extraction project, and is not subject to the provisions of SMARA (the Surface Mining and Reclamation Act) found in Public Resources Code, Section 2710, et. seq. The project as proposed consists of adoption of a right-of-way for a future roadway. As such, the project will not preclude future mineral extraction activities in the project area. Because the project as proposed will not preclude future mineral extraction activities in the project area, no significant

impact is expected to the availability of mineral resources of any local importance by the project proposed for Alternatives A or B.

X. Project Conditions that address Mineral Resources:

No mitigation for mineral resources is needed.

XI. NOISE: The Environmental Checklist, Appendix G, of the State CEQA Guidelines asks the following questions:

XI. Would the project result in:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	☐	☒	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

XI a) "Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or

applicable standards of other agencies?"

Some of the neighboring property owners have expressed concerns over noise to be generated from the project site. Excessive noise levels can affect the quality of life, especially when people are trying to sleep or relax outdoors. The project site is mostly a relatively quiet residential and agricultural neighborhood, with the primary source of noise being traffic on State Route 49 (Main Street) in the vicinity of the proposed project.

Noise limits are established by the California Department of Health Services. 60 decibel (dB) or above sustained noise levels are widely considered nuisance levels for residential receptors. Noise contours for major roadways, like State Highway 49, were included in studies for the Calaveras County General Plan and closely follow recommendations made by the State Office of Noise Control. These noise exposure contours are based on annual average conditions. The Calaveras County General Plan, Table VI-1, identifies the area within 150 feet of the State Route 49 centerline through Angels Camp as a 60 decibel (dB) Level noise contour, based on noise generated by heavy traffic traveling at existing highway speeds. This noise contour is reduced in areas where the sounds are dampened by hills, large structures, or thick trees. Following Table VI-1 of the General Plan, the Federal Highway Administration (FHWA) road noise model predicts that traffic of 10,000 trips per day at 50 m.p.h. (miles per hour) would create a noise contour for 60 decibel (dB) Level noises extending to just over 200 feet from the centerline of the roadway. That FHWA model also predicts that traffic of 10,000 trips per day when slowed to 35 m.p.h. would create a noise contour for 60 decibel (dB) Level noises reduced to about 150 feet from the centerline of the roadway, a significant reduction in noise generation for the slower traffic.

The City of Angels General Plan also has a map showing Noise Level Exposure Areas for 2010 traffic along State Highways 4 and 49 (Main Street), but without designation of bypass routes. As shown on the following diagram, the 2010 State Route contours include portions of the project site. If traffic exceeds 15,000 average daily trips (ADT), then the significant noise contour will extend beyond 175 feet along the highway. Also noted in the City General Plan Noise Level map is an estimate that traffic of 2,000 to 4,000 ADT would generate a significant noise contour extending out from 40 to 65 feet along a new roadway. When traffic rises to between 4,000 to 8,000 ADT, a new roadway could generate a significant noise contour out 65 to 105 feet. As discussed in Section XV of this report, if the future roadway is constructed to "collector" road standards, it is expected to serve up to 2,500 trips per day, with a significant noise contour extending about 50 feet from the future roadway. If the future roadway is constructed to "arterial" standards it is expected to serve up to 6,200 trips per day through the project site, with a significant noise contour extending about 90 feet from the future roadway. The fewer trips per day, the lower the noise levels are extending out from a roadway. Without the project as proposed, the noise levels will continue to rise through downtown and the significant noise contours will be extended further out from Main Street through the downtown area.

Three residential structures would be located within a potentially significant noise impact area of 90 feet from an "arterial" roadway for the proposed Alternative A route, but only

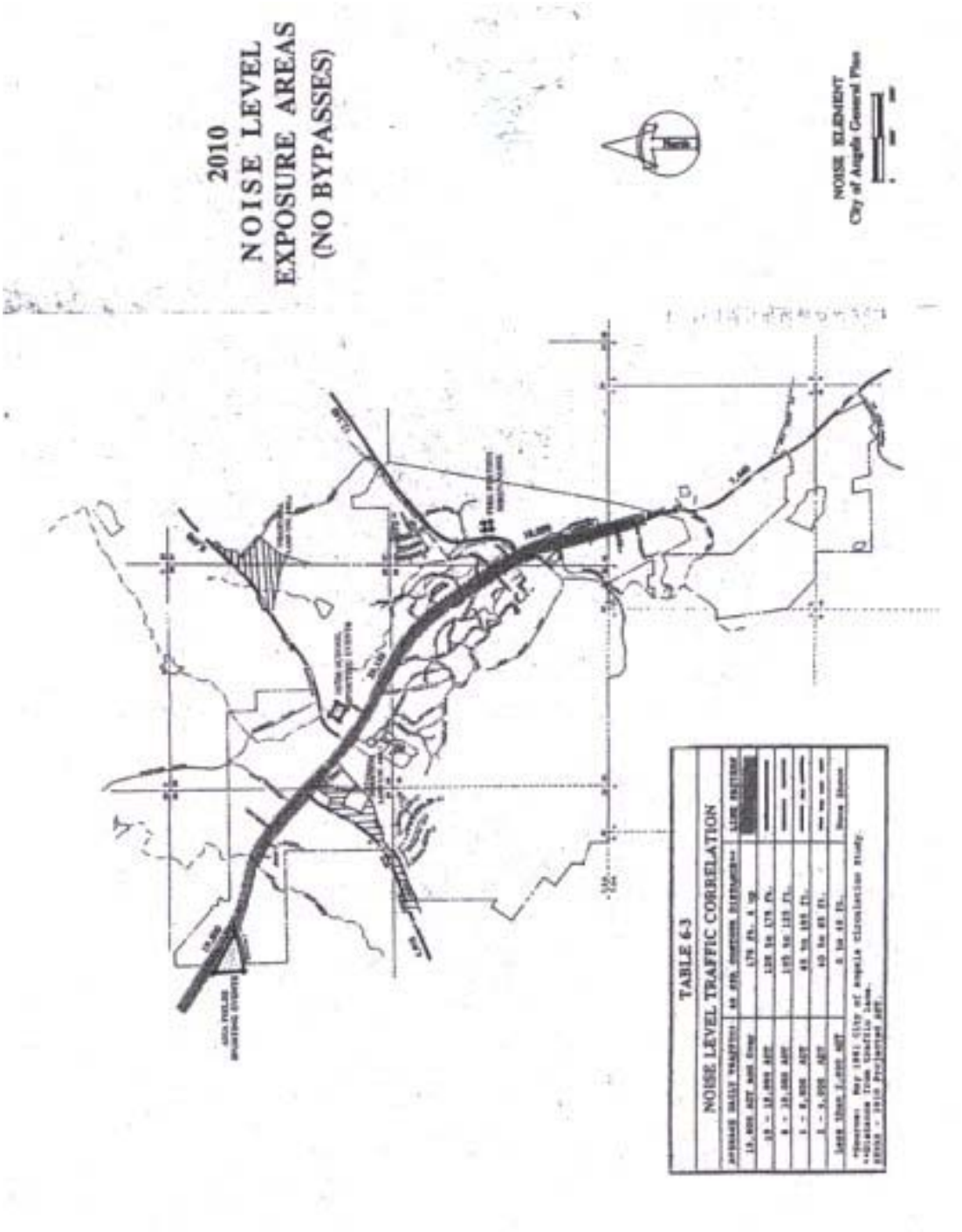
two residential structures would be located within a potential noise impact area of the proposed Alternative B route. The three residences near Alternative A are located 75 feet, 80 feet, and 63 feet from the edge of the proposed right-of-way. The last residence, farthest south, would not be affected by Alternative B. No residential structures would be located within the significant noise contour of 50 feet expected for a "collector" road.

Slower speeds generate less noise on area roadways. Alternative A would allow at least a 35 m.p.h. speed limit, while the design curves for Alternative B would allow only a 30 m.p.h. speed limit. Therefore, Alternative B would generate a lower noise level than Alternative A, and would impact half as many residences with traffic noise. The location of the project near State Highway 49 and the City Corporation Yard, with portions currently within the 60 decibel (dB) Level noise contour, already has reached nuisance levels for residential receptors as described in the County General Plan. No nuisance levels were established in the County General Plan for agricultural parcels. However, the gently sloping hills found in the project area significantly dampen nuisance level sounds generated at the City Corporation Yard and the State Highway. With the mitigation measures proposed herein, it is not anticipated that the traffic noise levels resulting from activities on the project site will significantly exceed existing background noise levels at existing residential structures.

Local topography, tall vegetation and structures can dampen noise exposures at particular locations. Section I of this report recommends that trees be retained wherever possible and replanted where removal is required for the future roadway. Replanting is recommended at the edges of the right-of-way where exposed to existing residences within 90 feet of the right-of-way. These trees to be retained and the trees to be planted will help dampen future roadway noises. The gently sloping hills of the project site will remain as sound dampeners for others in this neighborhood.

Property owners within the Greenhorn Creek Subdivision expressed a concern about traffic and noise impacts from the proposed project. Residences in the Greenhorn Creek Subdivision would be separated and buffered by the Greenhorn Creek Golf Course from increased traffic road noises from traffic merging onto existing Greenhorn Creek Road north of the project site. The Greenhorn Creek Golf Course is located west of Greenhorn Creek Road and east of the subdivision. Golf courses are not considered sensitive receptors to traffic noises. Many golf courses in the region are located adjacent to busy highways. The duration of traffic noises would increase through the existing Angel Oaks Subdivision roadway, Angel Oaks Drive, which becomes Greenhorn Creek Road. However, these noises will be substantially similar to those generated by traffic currently on Highway 4 adjacent to the Angel Oaks Subdivision and similar to traffic utilizing the existing roadways, because speed limits will not exceed 35 m.p.h. and heavy trucks are proposed to be restricted from these local roadways. No alteration of the roadways through the Greenhorn Creek Subdivision or the Angel Oaks Subdivision is proposed for this project.

FIGURE 6, 2010 NOISE LEVEL EXPOSURE AREAS



Source: City of Angels General Plan Noise Element

Exterior noise is anticipated to peak in conjunction with roadway construction activities. The proposed future roadway could generate temporary increases in noise from road construction activities. Temporary increases in noise levels during excavation and road construction could result in adversely impacting adjacent neighbors. To reduce these impacts to acceptable levels, the hours of construction shall be limited. This short-term impact can be alleviated by restricting the hours of exterior construction to 7:00 a.m. to 7:00 p.m. Monday through Friday, and prohibiting such construction on Sundays and City or County holidays.

Tree retention, tree planting, slower speeds, and limited hours of construction requirements address neighbors' concerns over noise disturbances during normally quiet hours and allow regular inspections by regulatory agencies, which will reduce the temporary construction and future roadway noise impacts to a less than significant level.

XI b) "Would the project result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?"

Neighboring property owners have expressed concerns over noise generated from the project site. Exterior noise is anticipated in conjunction with ground disturbances and other road construction activities. However, the project is not anticipated to generate sustained ground-borne noise waves. It is not anticipated that the temporary project ground-borne noise levels resulting from future road construction activities on the project site will be excessive. However to assure that ground vibration and ground borne noise levels to not create a significant problem from the new roadway use in the future, the road can be limited to prohibit heavy trucks, trucks using "jake-brakes", trucks with large diesel engines, and large empty trailers rattling over the future roadway. Ground borne noise will be limited by restricting large trucks over two tons, with more than six wheels, from utilizing the future roadway through this residential neighborhood. It is not anticipated that future road noise levels from private automobiles, pickups, and local delivery trucks (similar to those currently using roadways through the project area) would exceed existing ground borne noise levels for any sustained periods of time. The existing roadways located around the project site currently generate similar roadway noises in the project vicinity. Therefore, as mitigated, no significant long-term impacts to ground borne noise levels are expected from the proposed project.

XI c) "Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?"

Neighboring property owners have expressed concerns over future road noise generated from the project site. Exterior noise is anticipated in conjunction with future road construction activities and road use. The existing roadways located around the project site currently generate similar roadway noises in the project vicinity. However, as mitigated in sections XI (a) and XI (b) above, no significant or substantial long-term noise increase is expected from the proposed project.

XI d) "Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?"

Neighboring property owners have expressed concerns over noise generated from the project site. Temporary construction noise for a future roadway would be expected to create a temporary increase in ambient noise levels. This impact would not be significant. If noise levels became excessive, the City has policies and standards in place, which may be enacted should any complaints be received during construction (e.g., establishment of beginning and ending work hours and prohibitions against working on holidays or Sundays). To ensure that temporary construction noise impacts will not adversely affect neighboring properties, the hours of construction and noise limitations established pursuant to adopted City policies and standards will be observed for the project. The construction activities are proposed to be limited to Monday through Friday, from 7:00 a.m. to 7:00 p.m., unless the City plans to have inspectors monitor the project site on Saturdays to address neighboring concerns over noise disturbances during normally quiet hours and to allow regular inspections by regulatory agencies.

XI e) "For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?"

No significant impact from aviation noise is expected from the project as proposed, because the site is eight miles outside the of the 60 dBA (decibel level) contour for any airport. The nearest airport is the Calaveras County Airport, located approximately eight miles north from the project site, near San Andreas. Therefore, the project site is not located within two miles of any public use airport or airstrip. Therefore, the project could not expose people residing or working in the project area to excessive noise levels from an airport.

XI f) "For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?"

The proposed project is not within the vicinity of a private airstrip. Therefore, the project could not expose people residing or working in the project area to excessive noise levels from an airstrip. No significant impact from aviation noise is expected from the project as proposed, because the project area is not located within two miles of either a public or private airport or airstrip.

XI. Project Conditions that address Noise:

1. The future road construction activities shall be limited to Monday through Friday, from 7:00 a.m. to 7:00 p.m., unless the City plans to have inspectors monitor the project site

on Saturdays, and shall be prohibited on City and County holidays and Sundays, to address neighboring concerns over noise disturbances during normally quiet hours and to allow regular inspections by regulatory agencies.

2. Noise on the project site shall be limited by restricting access from trucks over two tons and with more than six wheels, to prohibit large trucks from utilizing the future roadway through this residential neighborhood.

3. Mature native oak trees and other significant trees shall be retained on the project site wherever possible through roadway design, although mature native trees will need to be removed from areas necessary for development of the new roadway or widening of existing roadways on the project site.

4. Where mature native oak trees or significant trees must be removed, they shall be inventoried prior to project construction by a qualified biologist, registered professional forester or licensed arborist. Replant five new sapling trees for each mature tree to be removed, with like species along the edges of the proposed right-of-way. These replacement trees shall be located to screen existing homes from the noise of the roadway to be constructed. The mature native oak trees or significant trees disturbed by the proposed project shall be revegetated upon completion of the on-site construction and excavation

5. The speed limit for the future roadway shall not exceed 35 m.p.h.

Mitigation Monitoring: The required mitigation measures must be implemented during regular Public Works inspections for the required Grading Permit. Contractors working on the project site shall be given a copy of the required conditions and mitigation measures, and told of the responsibility to comply with said measures. The roadway must be posted for speed limit following completion of project construction. Any violations of the speed limit observed shall be reported to the Calaveras County Sheriff or City of Angels Police for enforcement.

XII. POPULATION AND HOUSING: The Environmental Checklist, Appendix G, of the State CEQA Guidelines asks the following questions:

XII. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or	☐	☐	☒	☐

indirectly (for example, through extension of roads or other infrastructure)?				
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

XII a) "Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?"

The project area is currently zoned to allow for lower density residential and agricultural land uses, with three commercially zoned parcels located along Highway 49. Development of residential and agriculturally zoned vacant lands in the project vicinity already may occur with existing public roads, public water and public sewer lines extended into the area. No changes in existing zoning or allowable land uses are proposed for this project. Instead, the proposed road right-of-way is intended to improve existing and future traffic problems predicted in the project area. In short, the proposed project will not result in any increased population growth on or adjacent to the subject parcels.

XII b) "Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?"

Four housing units are located within 150 feet of the project right-of-way for Alternative A. Two housing units are located within 150 feet of the project right-of-way for Alternative B. No residential structures will need to be removed within the project boundaries. Therefore, no replacement housing will be needed.

XII c) "Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?"

Four housing units are located within 150 feet of the project right-of-way for Alternative A. Two housing units are located within 150 feet of the project right-of-way for Alternative B. No residential structures will need to be removed within the project boundaries. Therefore, no replacement housing will be needed.

XII. Project Conditions that address Population and Housing:

No mitigation is needed for population or housing.

XIII. PUBLIC SERVICES: The Environmental Checklist, Appendix G, of the State CEQA Guidelines asks the following questions:

XIII. a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

XIII a) ***"Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:"***

Fire protection?

The proposed right-of-way project will not increase populations that would need new governmental facilities, such as new fire facilities. Therefore, the project will not create an increase on the demand for the delivery of public services, including fire and police protection, utilities, school facilities, and parks. The proposed project will not remove any existing parks, school sites, or other governmental facilities. The proposed project will provide for a needed future roadway to better serve fire suppression vehicles with a safe alternative access route through the project site. New street signs and residential number signs will be posted for quick emergency vehicle identification. As a result, the project will have a potential positive impact on fire suppression capabilities for the Angels Camp Fire Department, the Altaville-Melones Fire District, as well as the California Department of Forestry and Fire Protection station in Altaville, which serve the project area.

Police protection?
The proposed right-of-way project will not increase populations that would need new governmental facilities, such as new police facilities. The City Police Department commented that traffic calming devices would be wise in the project area to control speeding, and those are addressed in Section XV of this report. The County Sheriff and Police Department did not offer concerns regarding any potential for increased crime rates from the project as proposed. The area surrounding the project site is currently accessed through a variety of local roadways. No increased crime is expected in the project area due to a revised roadway configuration, because no new population will be introduced into the project area. Therefore, the project will not create an increase on the demand for the delivery of public services, including fire and police protection, utilities, school facilities, and parks. The proposed project will not remove any existing parks, school sites, or other governmental facilities. The proposed project will provide for a needed future roadway to better serve police vehicles with a safe alternative access route through the project site. As a result, the project will have a potential positive impact on the capabilities of the City Police, County Sheriff, and California Highway Patrol that serve the project area.

Schools?
The proposed right-of-way project will not increase populations that would need new governmental facilities, such as new school facilities. Therefore, the project will not create an increase on the demand for the delivery of public services, including fire and police protection, utilities, school facilities, and parks. The proposed project will not remove any existing parks, school sites, or other governmental facilities. The proposed project will provide for a needed future roadway to better serve area school busses with a safe alternative access route through the project site. As a result, the project will have a potential positive impact on the school busses that serve the project area.

Parks?
The proposed right-of-way project will not increase populations that would need new governmental facilities, such as new park facilities. Therefore, the project will not create an increase on the demand for the delivery of public services, including fire and police protection, utilities, school facilities, and parks. The proposed project will not remove any existing parks, school sites, or other governmental facilities. The proposed project will provide for a needed future roadway to better serve residents with a safe alternative access route through the project site. As a result, the project will have no impact on parks.

Other public facilities?
The proposed right-of-way project will not increase populations that would need new governmental facilities, such as new solid waste or other utility facilities. Therefore, the project will not create an increase on the demand for the delivery of public services, including fire and police protection, utilities, school facilities, and parks. The proposed project will not remove any existing parks, school sites, or other governmental facilities. The proposed project will provide for a needed future roadway to better serve area

residents with a safe alternative access route through the project site. As a result, the project will have no impact on other public facilities.

XIII. Project Conditions that address Public Services:

No mitigation needed for public services.

XIV. RECREATION: The Environmental Checklist, Appendix G, of the State CEQA Guidelines asks the following questions:

XIV.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐

XIV a) "Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? "

The proposed right-of-way project will not increase populations that would need new governmental facilities, such as new park or recreational facilities. Therefore, the project will not create an increase on the demand for the delivery of public recreational facilities or parks. The proposed project will not remove any existing parks, school sites, or other recreational facilities. The proposed project will provide for a needed future roadway to better serve residents with a safe alternative access route through the project site. As a result, the project will have no impact on parks or recreational facilities. Therefore, the project will not result in accelerated deterioration of recreational facilities.

XIV b) "Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? "

The proposed project is not a recreational facility and does not require the expansion of recreational facilities. However, the City of Angels' General Plan includes a policy to provide Class I or II bicycle paths on all new collector or arterial streets. The 100-foot wide right-of-way proposed for this project is adequate to allow a bicycle path on the shoulder of the future roadway. Bicycle paths may be used for recreation as well as alternative transportation. Therefore, the project will have no significant impact on recreational facilities.

XIV. Project Conditions that address Recreation:

No mitigation is needed for recreation.

XV. TRANSPORTATION/TRAFFIC: The Environmental Checklist, Appendix G, of the State CEQA Guidelines asks the following questions:

XV. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☒	☐	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐

e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Result in inadequate parking capacity?	☐	☐	☐	☒
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

XV a*) *"Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?"

The 1980 population census for Calaveras County counted 20,710 residents. The population of Calaveras County more than doubled at 45,600 counted residents in the census of 2000, and is projected by the State Department of Finance to nearly triple to 57,532 residents by the year 2010. However, local roadways have not been doubled or tripled to carry the current traffic increase in the County. At times Main Street (State Highway 49) through the City of Angels is at Level of Service (LOS) E (near gridlock), or occasionally LOS F (at gridlock), according to the recent Caltrans traffic studies related to an Angels Highway 4 Bypass proposal.

The Calaveras County Coalition of Governments (COG) "2001 Regional Transportation Plan" (RTP) identifies short-range and long-range transportation improvement goals, objectives and policies. The COG serves as the Regional Transportation Planning Agency (RTPA). Three members of COG are appointed by the City of Angels. The automobile is the primary form of transportation in Calaveras County. COG has stated that local roadways were not design to handle the current commuting patterns in the County or recreational traffic that occurs during summer months. Recreational traffic will continue to impact State Highways in the project area. The RTP identifies a route east of Angels Camp as a future highway bypass to serve Highway 4 traffic traveling east or west through Angels Camp, and to serve Highway 49 traffic entering Angels Camp and wishing to travel east or west of Angels Camp. Table 19 of the RTP also identifies the Greenhorn Creek Road extension south as a short-range capital improvement program for the City of Angels to develop within the next 10 years. The proposed road extension is planned to travel from the southern end of the Greenhorn Creek Road to State Highway 49, primarily for congestion relief. The RTP also identifies the need to replace the State Highway 4/49 southern intersection bridge within the next 10 years. An alternative route will be needed for Highway 49 traffic during bridge replacement activities. The proposed future roadway west of State Route 49 (Main Street) could provide such a temporary alternative route.

The City is planning to have a future arterial or collector roadway constructed within the proposed right-of-way west of State Route 49 (Main Street). The City of Angels adopted Street Standards require both "Arterial Urban" and "Collector" streets to be constructed 40 feet wide, including storm water gutters and curbs, plus 4-foot wide shoulders in residential neighborhoods and 6-foot wide shoulders in commercial zones. No on-street

parking is permitted on “Arterial Urban” streets, but parking is allowed on “Collector” roads. Bicycles or pedestrians could utilize the shoulders of the proposed roadway. Sidewalks are not required through the rural residential and agricultural zones, but are required in commercial zones. The City General Plan includes policies to provide Class I or II bike lanes along new collector or arterial streets, such as the future road proposed.

FIGURE 7, FEHR & PEERS ASSOCIATES, INC.–ALTERNATIVE A as LOCAL ROAD:

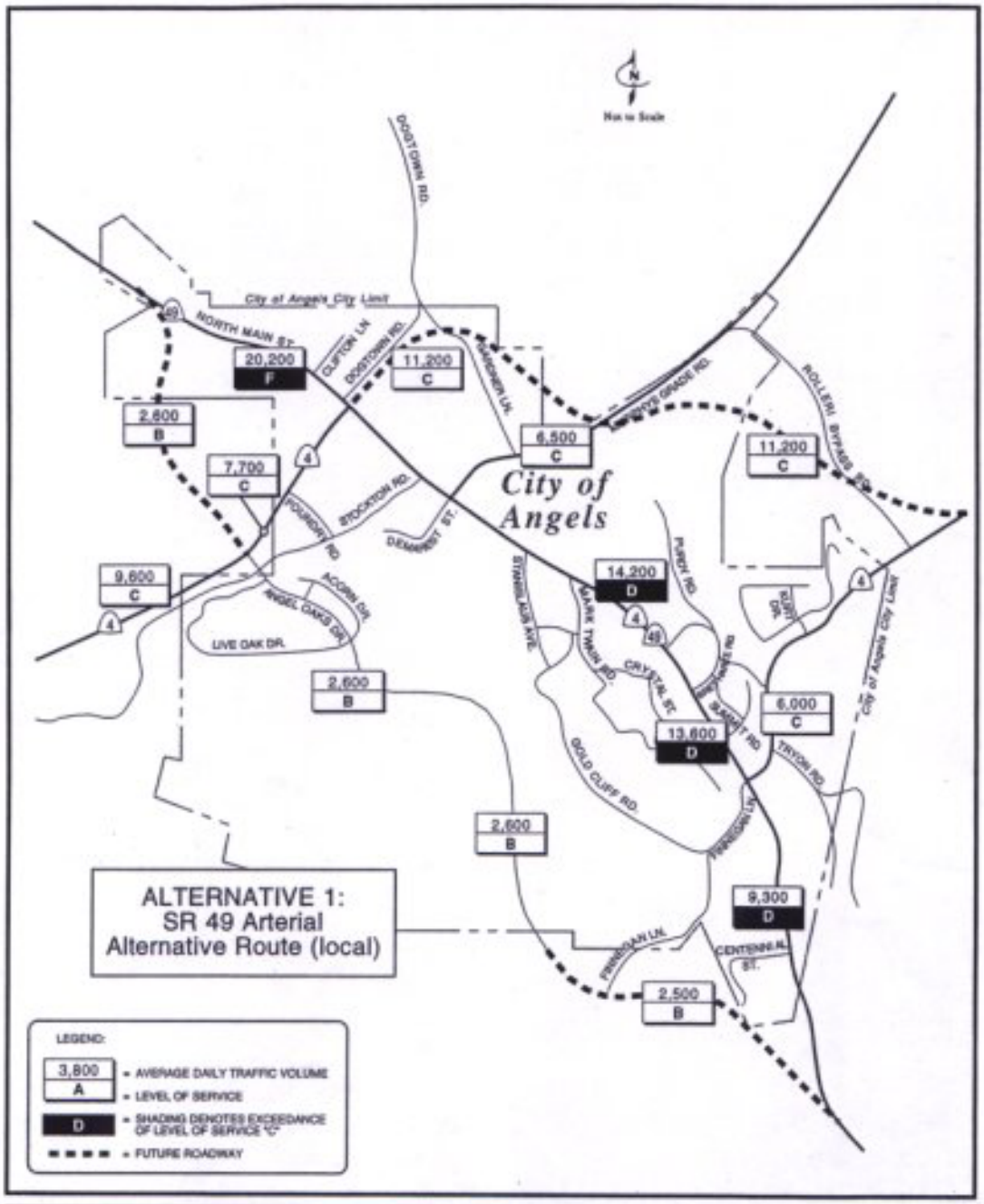


FIGURE 3	CUMULATIVE (2015) TRAFFIC VOLUMES & LEVELS OF SERVICE SR4 BYPASS & ARTERIAL ALT. 1 (LOCAL)	Fehr & Peers Associates, Inc. Transportation Consultants

FIGURE 8, FEHR & PEERS ASSOCIATES, INC.– ALTERNATIVE A as ARTERIAL:

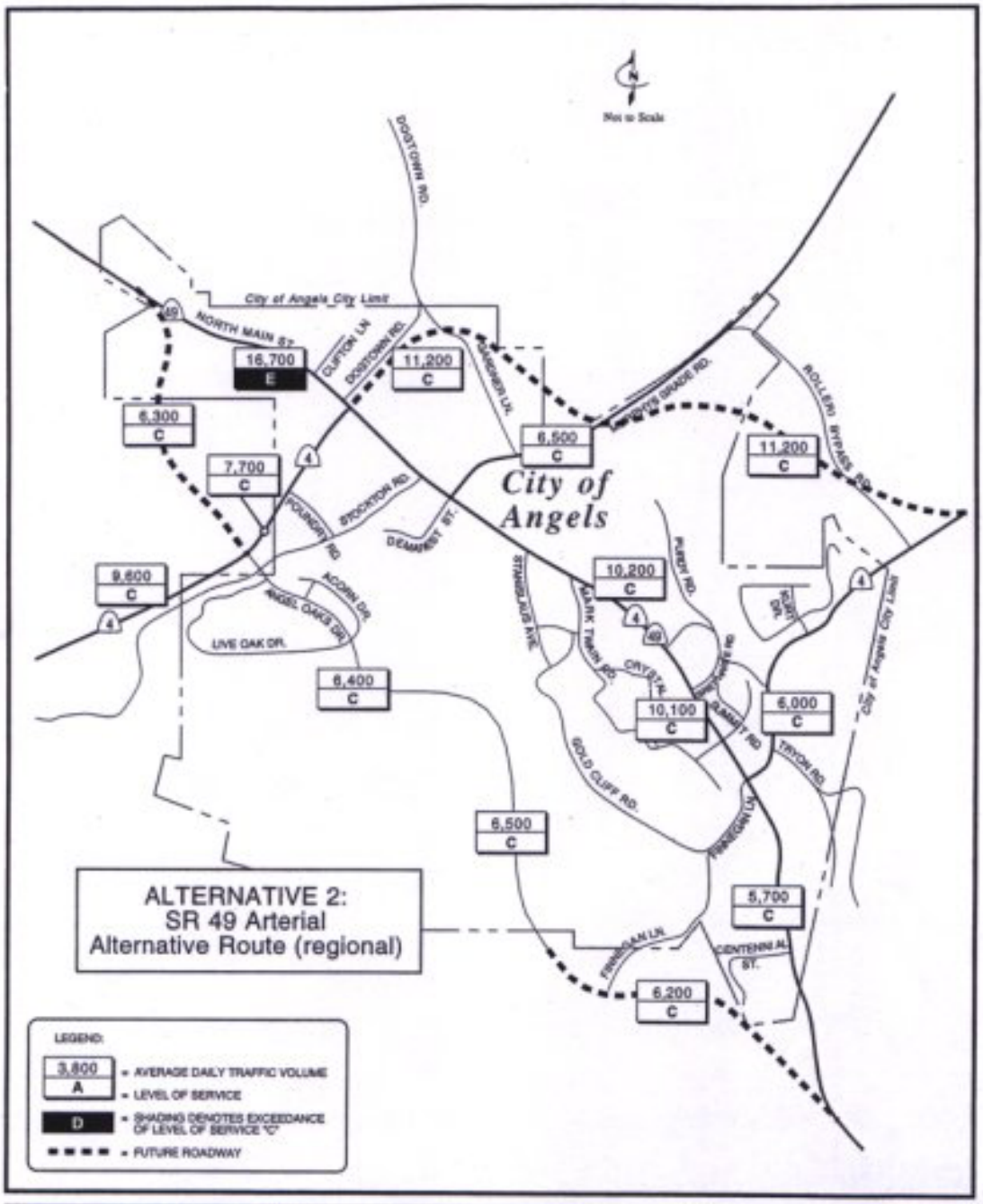


FIGURE 9, FEHR & PEERS ASSOCIATES, INC.– ALTERNATIVE D as ARTERIAL:

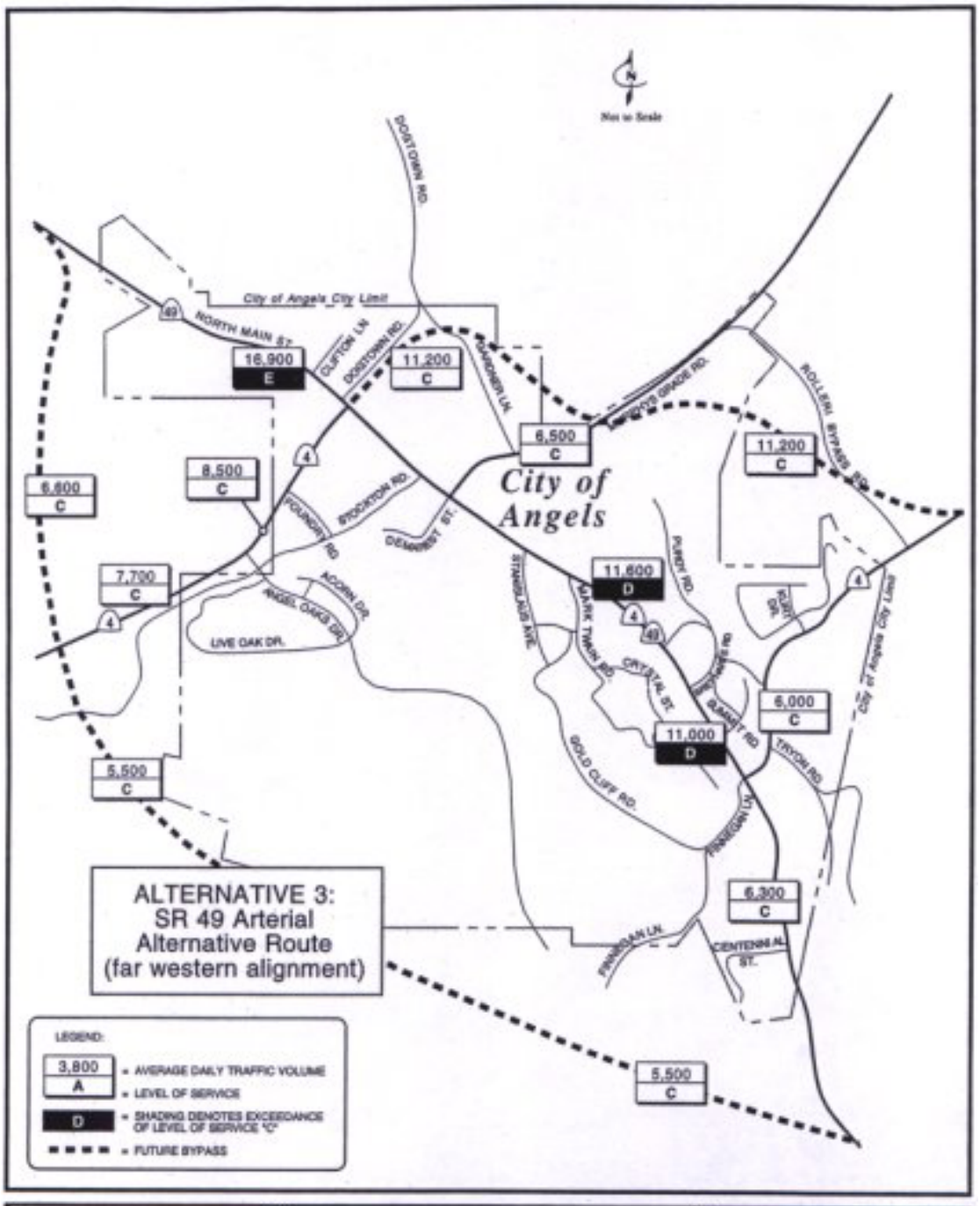
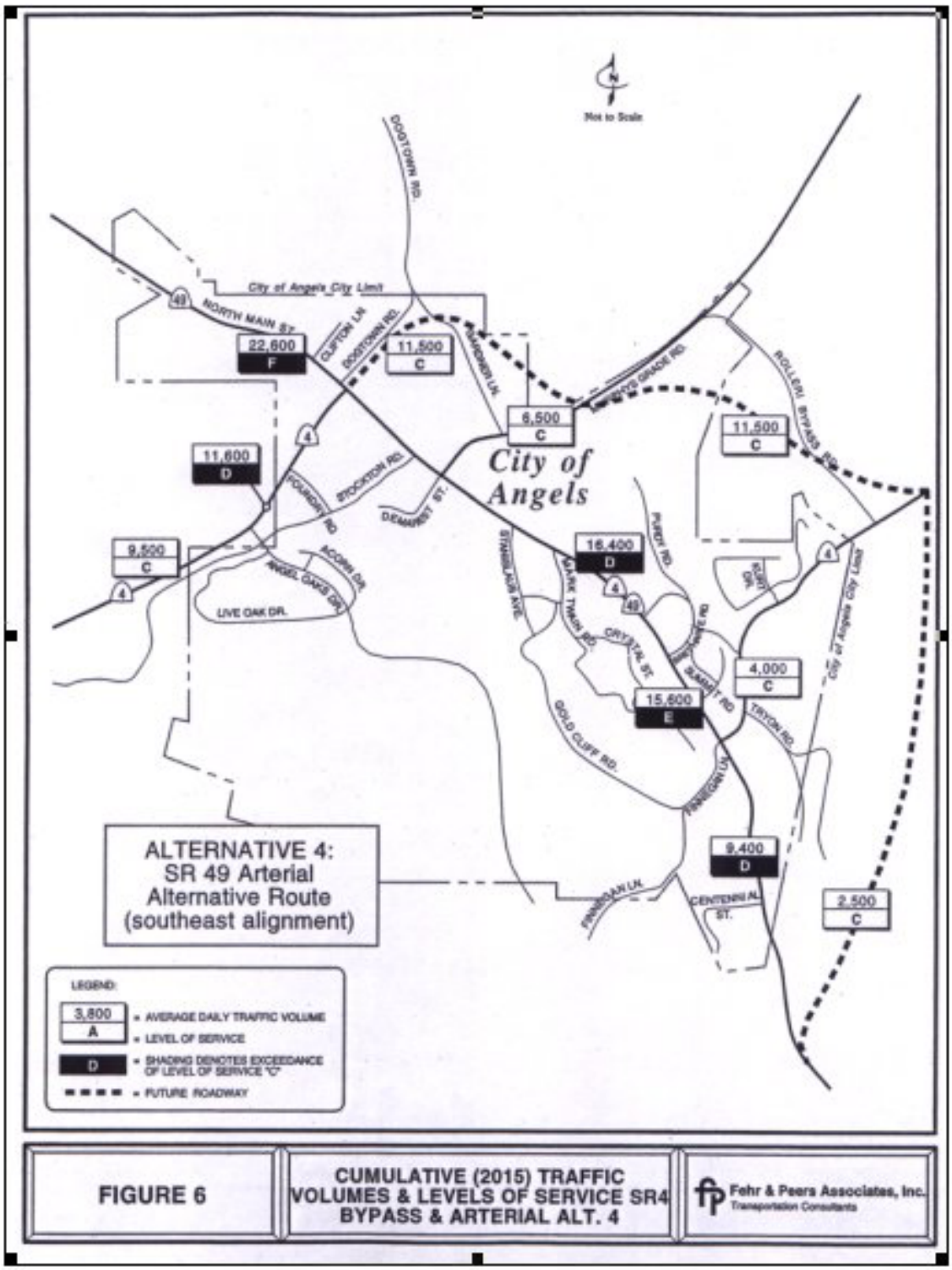


FIGURE 5	CUMULATIVE (2015) TRAFFIC VOLUMES & LEVELS OF SERVICE SR4 BYPASS & ARTERIAL ALT. 3	Fehr & Peers Associates, Inc. Transportation Consultants

FIGURE 10, FEHR & PEERS ASSOCIATES, INC.– NO WESTERN ROUTE ALTERNATIVE:



Sidewalks could be added at a future date, if the rural neighborhood along the right-of-way ever urbanizes. These City streets are not as wide as the 80-foot road width that would be required for a highway bypass. Although the proposed future roadway would be constructed to a maximum of 56 feet wide through the commercial zones and 48 feet wide in residential zones, the City engineer has stated that a right-of-way of 100 feet is necessary to accommodate cut and fill slopes needed through the gently sloping terrain of the project site. Areas of flatter terrain would require a minimum of an 80-foot wide right-of-way. Street signs will be needed at intersections to direct traffic along the route. Street signs must be installed in compliance with the City's adopted street standards. Residential and commercial driveways to be altered by future roadway construction must be reconstructed to meet the City's standards for driveway approaches prior to the completion of roadway construction. Curbs and gutters at intersections will be designed to accommodate wheel chair access, with ramps. Storm drains, drop inlets and culverts are to be developed to handle runoff from the future roadway and will be designed to comply with the City's adopted standards.

A "*City of Angels Circulation Study Final Report*" was prepared by transportation planner and engineer, Charles Leitzell, P.E., in May of 1991. A west bypass route for Main Street was evaluated in the proximity of the proposed route for Alternative A. This study projected traffic volumes by 2010. Main Street was projected to reach 15,600 average weekday trips per day and 1,400 peak-hour trips per day by 2010, a Level of Service (LOS) D (slow, unstable flows). The proposed west highway bypass was projected to divert 8,740 average weekday trips per day and 790 peak-hour trips per day by 2010 from State Route 49 (Main Street). Development of the west highway bypass route was predicted to reduce traffic on State Route 49 (Main Street) in the area north of the intersection with the west bypass route to 9,120 average weekday trips per day and 850 peak-hour trips per day by 2010, a Level of Service (LOS) C (a slow steady flow).

Without some form of a western bypass route, traffic consultants Fehr and Peers Associates, Inc. estimated in their 1998 report, "*Final Report – State Route Arterial Analysis Route, City of Angels, California*", that daily traffic counts on Main Street could climb to 16,400 trips per day by the year 2015, on the portion of downtown Main Street between the current south and north intersections with Highway 4. The Level Of Service could be reduced to LOS E (near gridlock) by 2015, according to this 1999 report. In their report, Fehr and Peers Associates, Inc. also evaluated two alternative development standards for the route along proposed Alternative A, one for construction to local road standards and another for construction to arterial road standards. The construction of the proposed road route to expressway or arterial standards (with up to 65 m.p.h. speeds) was predicted to divert 6,200 trips per day from State Route 49 (Main Street) into the Alternative A route, resulting in 10,200 trips per day on the portion of downtown Main Street between the current south and north intersections with Highway 4 by 2015. The arterial construction standards for a west bypass route would allow Level of Service (LOS) C (a slow steady flow) through Main Street by 2015. The construction of the proposed road route to local road standards (with up to 45 m.p.h. speeds) was predicted to divert 2,500 trips per day from State Route 49 into the Alternative A route, resulting in

14,200 trips per day on the portion of Main Street between the current south and north intersections with Highway 4 by 2015. The local road construction standards for a west bypass route would allow Level of Service (LOS) D (slow, unstable flows) through Main Street by 2015. Please refer to Figures 3, 4, 5 and 6 of the Fehr and Peers Associates, Inc. "*Cumulative (2015) Traffic Volumes & Levels of Service SR4 Bypass & Arterials Alternatives*" attached to this report above to compare the Levels Of Service (LOS) for different options. If no western route is approved to relieve traffic congestion, portions of State Route 49 (Main Street) would be left at a Level of Service (LOS) E (near gridlock) on most days by 2015, according to the Fehr and Peers report. Therefore, the proposed right-of-way project is being considered as a viable alternative for maintaining a traffic Level of Service targeted in the General Plan Circulation Elements for both the City and County along State Route 49 (Main Street), which is utilized by most of Angels Camp's residents.

To summarize the recommendations of the Fehr and Peers 1998 report, Constructing Alternative A to local roadway standards (45 m.p.h. maximum) would improve the traffic circulation on the State Route 49 (Main Street) corridor north of the southern intersection with State Route 4, but the downtown section of State Route 49 would still have a less than acceptable Level of Service. Constructing Alternative A to arterial or expressway roadway standards (65 m.p.h. maximum) would improve the traffic circulation on the State Route 49 (Main Street) corridor north of the southern intersection with State Route 4, to allow the downtown section of State Route 49 (Main Street) to have an acceptable Level of Service.

Subsequent to the Fehr and Peers report, the City of Angels adopted alignments for Alternative A as a "local arterial alternative route" in September of 2002. The right-of-way proposed for Alternative B was not presented at that time, but is a viable alternative right-of-way that is substantially similar to Alternative A.

The Calaveras County General Plan's Circulation Element, *Figure 9, 2015 Circulation Plan,* shows a future route to the west of Angels Camp was adopted into the County General Plan. The City is requesting that the County designate the proposed Alternative A or B right-of-way route, and find that this route is consistent with Figure 9 of its Circulation Element. The Circulation Element of the County General Plan would define the proposed roadway as a "major collector", based up the areas it would serve. The roadway would take traffic from State Highway 49 (defined as a "minor arterial") into and out of the community.

The Calaveras County General Plan Circulation Element states that Finnegan Lane is a local road in both City and County jurisdiction. The western portion of Finnegan Lane is proposed for widening and realignment in all Alternatives proposed to meet collector or arterial roadway standards. The City is requesting that the County designate the proposed right-of-way along the western portion of Finnegan Lane as a collector or arterial route in the County General Plan Circulation Element. The County Public Works Department reviewed the proposed project and commented in a personal communication that they had conducted a traffic count during a 48-hour period in 2001 on Finnegan Lane near Angels Creek. They found that 263 vehicle trips were recorded

during that 48-hour period, or 131.5 trips per day average. The western portion of Finnegan Lane within the proposed right-of-way may experience an increase to 2,500 trips per day, if the future road is constructed to local road standards. The western portion of Finnegan Lane within the proposed right-of-way may experience an increase to 6,200 trips per day, if the future road is constructed to arterial road standards. The remainder of Finnegan Lane is not anticipated to experience a significant increase in traffic volumes from this project.

Speed limits for arterials may reach 65 m.p.h. (miles per hour) and for local collector roads may reach 45 m.p.h. However, speed limits are proposed to not exceed 35 m.p.h. for the future roadway and heavy trucks are proposed to be restricted from the proposed future roadway on the project site in order to mitigate traffic noises and left turn problems of concern to neighbors near the project site, as addressed in Section XI of this report. Additional traffic calming measures, such as stop signs or round-abouts at such intersections as the intersection of Finnegan Lane and the proposed future roadway, or slower curve radius, could be designed into the future roadway plan to assist in maintaining speed levels at or below 35 m.p.h. Round-abouts are extensively used in New England towns as a traffic calming devise where stop signs are less desirable. Traffic enters a round-about to the right and travels around a central barrier until the exit street is reached, then traffic exits the round-about to the right.

Property owners in the neighboring Greenhorn Creek subdivision have expressed a concern about the proposed project's changes in traffic volumes through their neighborhood. Residences in the Greenhorn Creek Subdivision would be separated and buffered by the Greenhorn Creek Golf Course from increased traffic road noises from traffic merging onto existing Greenhorn Creek Road north of the project site. The Greenhorn Creek Golf Course is located west of Greenhorn Creek Road and east of the subdivision. Traffic was projected by Fehr and Peers in their 1998 report to function at a Level of Service (LOS) B (steady flows at posted speeds) through the project site, if the future roadway connecting to Greenhorn Creek Road on the south is constructed to local roadway standards with a maximum speed limit of 45 m.p.h. Traffic was projected by Fehr and Peers in their 1998 report to function at a Level of Service (LOS) C (a slow steady flow) through the project site, if the future roadway connecting to Greenhorn Creek Road on the south is constructed to arterial or expressway roadway standards with a maximum speed limit of 65 m.p.h. Both LOS B and LOS C are acceptable service levels for traffic, pursuant to the City and County General Plan Circulation Elements.

To maintain the current character of local traffic proposed to be added to Greenhorn Creek Road and Angel Oaks Drive through the Greenhorn Creek Subdivision and that of the Angel Oaks Subdivision, speed limits should not exceed 35 m.p.h. and heavy trucks are proposed to be restricted from these local roadways. No physical alteration is proposed for this project of the roadways through the Greenhorn Creek Subdivision or the Angels Oak Subdivision.

The costs for constructing the Alternative A route was presented in the "*State Route 49 Arterial Alternative Route Analysis – Final Report*" prepared by Weber, Ghio & Associates, Inc. in August of 2002. That report estimated construction costs of about

$15,313,500 per mile in 2002 dollars to construct the future Alternative A roadway to arterial standards for a distance of less than one mile. The costs for the Alternative A route to be constructed to local road standards for a distance of less than one mile, was also presented in the "*State Route 49 Arterial Alternative Route Analysis – Final Report*" of 2002, as costing about $9,694,922 per mile in 2002 dollars. Because Alternatives B and C are in the same area as Alternative A, but are both shorter routes than Alternative A, total cost for Alternatives B and C would be less than the total cost for Alternative A, but Alternatives B and C would have similar costs per mile. The costs for the 4.8 miles of the Alternative D route through steep terrain, a far western alignment, was presented in the "*State Route 49 Arterial Alternative Route Analysis – Final Report*" of 1998, as costing about $48,000,000 total, at a cost of $10,000,000 per mile in 1997 dollars, for construction of that future roadway to expressway or highway bypass standards. That report noted that the far western alignment, Alternative D, would probably not divert significantly more traffic away from the downtown than if the Alternative A route were constructed to arterial standards. Therefore, the traffic consultants stated that the far western route, Alternative D, could not justify the much higher costs in tax dollars.

Only temporary disturbances to existing local traffic (in the form of short, temporary delays and temporary detours) is anticipated during actual construction associated with the future roadway to be located within the proposed right-of-way. The city will provide detours and post notices in the local newspapers making residents aware of temporary delays, which may occur on some local roads during project construction.

The County Planning Department commented that the encroachment onto the State Highway shown for Alternative A may affect the intersection with Gun Club Road to the south of the project site. County Planning further noted that turning lanes and tapers may be needed for the roadway encroachment onto the State Highway, and that elevation differences and sight distances may be significant problems for the Alternative A Highway encroachment, based on traffic volume and speed at that proposed location.

The Caltrans District 10 office has been involved in all evaluations of the proposed routes since at least 1983. The Caltrans District 10 office was notified of the proposed project and did not comment, - although, Caltrans in the past has indicated that an encroachment permit for the new roadway onto State Route 49 will be required by that agency.

The Folsom office of the U.S. Bureau of Land Management (BLM) was notified of the proposed project and did not comment, - although, BLM on similar projects has commented that a Special Use Permit, or fee title, must be secured from BLM for road construction and maintenance, prior to any access to be constructed through a BLM parcel.

No increase in vehicle trips will be generated by development of the future road on the project site. The project is expected to redirect, not increase, the total amount of local traffic. Although the redirection of traffic onto a new route will alter the traffic loads

through the area streets, it will not exceed the capacity of those streets connected to the proposed project. Therefore, the project's anticipated traffic generation may be individually, or cumulatively considered less than significant as mitigated herein.

XV b) "Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?"

The proposed project will affect traffic volumes on the proposed future roadway and adjacent roadways, as discussed in Section XV (b) above. The project is expected to decrease the congestion on State Route 49 (Main Street) by either 2,500 trips per day if the future road is constructed to local or collector roadway standards, or by 6,200 trips per day if the future roadway is constructed to arterial standards. No new businesses, houses or other structures are proposed for this project that would generate additional vehicle traffic. Therefore, the project is anticipated to relieve traffic congestion predicted to reach near gridlock levels on State Route 49 (Main Street) by 2015, in accordance with the Regional Transportation Planning Agency's (RTPA) adopted standards, goals and objectives to restore an adequate Level Of Service for State Route 49 (Main Street). Therefore, the project's anticipated traffic generation and Level Of Service may be individually, or cumulatively considered negligible or even beneficial.

XV c) "Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?"

No changes in existing air traffic routes will occur. Access to the project is expected to be by private vehicle and local buses. The use of air transportation to access the site is not anticipated. Therefore, no substantial safety risks to air traffic patterns will occur from the approval of the proposed project.

XV d) "Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? "

No hazardous road design features will be incorporated into future roadway design. The future roadway will be designed to meet all local and state standards for safe roadway access through the project site. New driveway access may be limited to common driveway locations for future construction in the project area, in order to maintain a smooth and safe traffic flow on the future road. Therefore, no increased hazards to public road design features will result from the project as proposed.

XV e) "Would the project result in inadequate emergency access?"

The development of a future roadway for all Alternative right-of-ways on the project site, except the "No Project " Alternative, will actually improve emergency access for the residents or neighbors of the project site, and will not affect the City's Emergency

Response Plan. Therefore, no significant negative changes to emergency access will result from the project as proposed.

XV f) "Would the project result in inadequate parking capacity?"

No parking will be displaced by the proposed project. No parking would be allowed along the new roadway, if the future roadway is constructed to meet arterial or expressway standards, resulting in no change in parking levels in the area. Parking will be allowed along the new roadway, if the future roadway is constructed to meet local or collector road standards, resulting in an increase in available parking in the area. Therefore, no significant effect is expected to adequate levels of parking in the project area.

XV g) "Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?"

Alternative transportation policies, plans or programs are required for both the City of Angels and the County of Calaveras General Plan Circulation Elements. Minimal bus service is available in Calaveras County. The proposed future roadway will be designed to provide safe access for buses, including school buses through the project site. The City and County General Plan Circulation Elements provide policies for a network of bicycle and pedestrian pathways. All of the alternative routes proposed would have shoulders adequate for bicycle and pedestrian access along the future roadway. Therefore, no conflicts will occur from the proposed project with adopted policies, plans, or programs supporting alternative transportation.

XV. Project Conditions that address Transportation/Traffic:

1. The right-of-way shall be 100 feet wide to accommodate cut and fill slopes needed through the areas of sloping terrain of the project site. Areas of flatter terrain could require a minimum of an 80-foot wide right-of-way. The right-of-way must be recorded as a road and public utility easement or be purchased in fee title, prior to commencement of any future roadwork.

2. The City's request that the County designate the proposed Alternative A or B right-of-way route in its General Plan Circulation Element as follows, shall be accomplished prior to roadway development, unless the project area is annexed into the City of Angels:

   a. The County must find that the proposed route is consistent with Figure 9 of its General Plan Circulation Element.

b. The County must designate the proposed right-of-way along the western portion of Finnegan Lane as a "collector" or "arterial" route in the County General Plan Circulation Element.

3. Engineered road improvement plans shall be submitted to the City and County Public Works Departments for review and approval. The future roadway shall be designed to meet all local and state standards, including the City of Angels adopted Street Standards and County road standards for safe roadway access through the project site.

a. The roadway design shall be required to have engineered bridge footings and culverts sized to avoid reducing the storm water capacity of streams to be crossed by the future roadway.

b. The future roadway shall be constructed to "Arterial Urban" or "Collector" standards, 40 feet wide, including storm water gutters and curbs, plus 4-foot wide shoulders in residential neighborhoods and 6-foot wide shoulders in commercial zones.

c. No on-street parking shall be permitted on "Arterial Urban" streets, but parking may be allowed on "Collector" roads.

d. Provide a Class I or II bicycle path to accommodate bicycles or pedestrians along the shoulders of the proposed roadway. Sidewalks are not required through the rural residential and agricultural zones, but shall be required in commercial zones.

e. The proposed future roadway shall be constructed to a maximum of 56 feet wide through the commercial zones and 48 feet wide in residential zones.

f. Street signs shall be required as needed at intersections to direct traffic along the route. Street signs must be installed in compliance with the City's adopted street standards.

g. Residential and commercial driveways to be altered by future roadway construction shall be reconstructed to meet the City's standards for driveway approaches prior to the completion of roadway construction. A letter to the Public Works Departments of the City and County, from the project surveyor or engineer, shall state that it is feasible to reconstruct each driveway to be impacted to meet City or County standards. New driveway access shall be limited. Common driveways or alternate access locations shall be encouraged for future construction in the project area, in order to maintain a smooth and safe traffic flow on the future road.

h. Curbs and gutters at intersections shall be designed to accommodate wheel chair access, with ramps.

i. Storm drains, drop inlets, culverts, and storm water and sediment retention basins shall be developed to handle runoff from the future roadway and will be designed to comply with the City's adopted standards.

j. The crossing of creeks and seasonal streams shall be avoided or minimized by the project design.

k. Additional traffic calming measures shall be incorporated into the roadway design, such as stop signs or round-abouts at such intersections as Finnegan Lane and the proposed roadway, or slower curve radii should be designed into the future roadway plan to assist in maintaining speed levels at or below 35 m.p.h.

l. Every effort shall be made to avoid removing the existing private structures from the project site through modifications to the roadway design. (CEQA, Section 15041, [Initial Study, "Land Use"])

4. The speed limit for the future road shall not exceed 35 m.p.h.

5. A Road Encroachment Permit shall be obtained from the City Public Works Department for access onto Greenhorn Creek Road and from the County Public Works Department for access onto Finnegan Lane prior to any work in the City or County road right-of-ways.

6. Heavy trucks shall be restricted from the future roadway, as addressed in Section XI of this report.

7. The City shall provide detours and post notices in the local newspapers making residents aware of temporary delays, which may occur on some local roads during future roadway construction.

8. An encroachment permit for the new roadway onto State Route 49 will be required by Caltrans District 10 office, and shall be secured prior to any alteration within the Caltrans State Highway right-of-way.

9. A name for the roadway, which incorporates portions of Finnegan Court, Finnegan Lane and extends south from Greenhorn Creek Road, shall be decided prior to completion of project construction.

10. A Special Use Permit, or fee title, shall be secured from the U.S. Bureau of Land Management (BLM) for road construction and maintenance, prior to any access to be constructed through the BLM parcel.

Note: Contact the U.S. Bureau of Land Management at 63 Natoma St. in Folsom, CA 95630; and Contact Caltrans District 10, Attn: Michael Rodrigues at Right-of-Way 1976 East Charter Way in Stockton, CA 95205.

Mitigation Monitoring: The required mitigation measures for project construction must be implemented during regular Public Works inspections for the required Grading Permit. Contractors working on the project site shall be given a copy of the required conditions and mitigation measures, and told of the responsibility to comply with said measures. Any violations observed shall be reported to the Community Development Department for enforcement. All jurisdictional agencies shall be responsible for enforcement of the conditions of their individual permits.

XVI. UTILITIES AND SERVICE SYSTEMS: The Environmental Checklist, Appendix G, of the State CEQA Guidelines asks the following questions:

XVI. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒

g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Please note that both Alternative A and B will avoid any impacts to the P. G. and E. power transmission line that crosses the proposed right-of-way.

XVI a) "Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?"

The proposed right-of-way project will not generate wastewater. All wastewater currently generated from the nearby City neighborhoods is collected and treated at the City of Angels existing Waste Water Treatment Plant. The city's waste water treatment plant is regulated according to treatment and discharge requirements of California's Regional Water Quality Control Board. Because no wastewater will be generated from the proposed project, the wastewater treatment requirements will not be exceeded by the project as proposed.

XVI b) "Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?"

The proposed right-of-way project will not generate wastewater. The right-of-way project will not increase the city's demand for either water or sewer facilities. The proposed future roadway construction may require relocation of the sewer lines and sludge drying ponds at the City of Angels existing Waste Water Treatment Plant. The City has indicated that adequate area exists at the City Corporation Yard to relocate the sludge drying ponds outside the proposed right-of-way and to realign the existing sewer lines to accommodate future roadway construction within the proposed right-of-way. Therefore, the project as proposed may result in the temporary reconstruction of a small portion of the wastewater treatment facilities, but will not necessitate expansion of the existing facility. Therefore, the project as proposed will have a less than significant, temporary impact on an existing wastewater treatment facility and no impact on an existing water treatment facility.

XVI c) "Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?"

New storm water drainage facility will be needed to handle the storm water runoff from future roadway construction. The project proposes to construct storm water and drainage facilities to handle storm water flows from the proposed roadway, in order to mitigate potential water quality degradation from storm water runoff, as discussed in Section VIII above. The project would have less than a significant effect, because all work will be done in compliance with the project conditions and in compliance with permits issued by the local, State and Federal jurisdictional agencies.

XVI d) "Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?"

The proposed right-of-way project does require service by a public water system. Therefore, no significant impacts to water supplies will result from this proposed project.

XVI e) "Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?"

The proposed right-of-way project does not require service by any public sewer. Therefore, no significant impacts to public wastewater treatment capacities will result from this proposed project.

XVI f) "Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?"

Some solid waste is expected to be generated temporarily during future roadway construction. Construction materials will not be burned on the project site, but will be taken to the appropriate landfill at the nearby Red Hill Transfer Station, or directly to the Rock Creek Landfill operated by Calaveras County since 1990, with an anticipated 35-year life, according to the Calaveras County General Plan. Adequate capacity for the landfill exists to take the construction debris. No long-term solid waste generation will occur from the proposed right-of-way project. Therefore, no significant impact on the County landfill is expected from this proposed project.

XVI g) "Would the project Comply with federal, state, and local statutes and regulations related to solid waste?

Some solid waste is expected to be generated temporarily during future roadway construction. Construction materials will not be burned on the project site, but will be taken to the appropriate landfill at the nearby Red Hill Transfer Station, or directly to the Rock Creek Landfill operated by Calaveras County since 1990, with an anticipated 35-year life, according to the Calaveras County General Plan. Adequate capacity for the landfill exists to take the construction debris. No long-term solid waste generation will occur from the proposed right-of-way project. The proposed project will comply with federal, state, and local statutes and regulations related to solid waste**.**

XVI. Project Conditions that address Utilities and Service System:

No mitigation is needed to for utilities and service systems.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE: The Environmental Checklist, Appendix G, of the State CEQA Guidelines asks the following questions:

XVII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

XVII a) "Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?"

As described in this initial study, the designation of a road right-of-way for future roadway construction will not have a significant effect on any of these mandatory findings of significance noted above with the proper implementation of those mitigation measures identified herein.

XVII b) "Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past

projects, the effects of other current projects, and the effects of probable future projects)?"

As described in this initial study, the designation of a road right-of-way for future roadway construction will not have a significant effect either individually or cumulatively with the proper implementation of those mitigation measures identified herein.

XVII c) "Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?"

As mitigated by measures included in this initial study, the designation of a road right-of-way for future roadway construction will have no potentially substantially adverse effects on human beings, either directly or indirectly.

MITIGATION MEASURES, CONDITIONS AND SAFEGUARDS: A list of Project Conditions and Mitigation Monitoring Plan recommended for the proposed project are found in Appendix A of this report and will be employed to minimize any impacts, which might have resulted from the proposed project.

Sources:

Local

1. City of Angels, General Plan, Draft EIR, 1995.
2. City of Angels, General Plan, adopted 1995.
3. City of Angels, Zoning Ordinance, adopted 1984 and as amended.
4. City of Angels, Street Standards, 1981.
5. City of Angels, *City of Angels Circulation Study Final Report*, by C.R. Leitzell, P.C.E. and Transportation Engineer, May 1991.
6. City of Angels, *Finnegan Lane/Centennial Loop Water Line Project (2003PUB-001),* by Augustine Planning Associates, Inc. 2003
7. Calaveras Council of Governments, *City of Angels Final State Route 49 Bypass (Southeast) Alignment Alternative Study*, by Weber, Ghio & Associates, August 2002.
8. Calaveras Council of Governments, *Calaveras County Bikeway Plan Update Draft Report*, by Fehr & Peers Associates, Inc., February 1998.
9. Calaveras Council of Governments, *Calaveras County Regional Transportation Plan Update,* October 2001.
10. Calaveras County Local Transportation Commission, *State Route 49 Arterial Alternative Route Analysis, City of Angels,* by Fehr & Peers Associates, Inc., July 1998.
11. Calaveras County, *Calaveras County General Plan,* adopted 1996, including revisions.
12. Calaveras County, *Calaveras County Zoning Ordinance*; *Title 17,* current through 2000.
13. Calaveras County, Assessor's Parcel Records, 2005.
14. Calaveras County, Fire District Maps.
15. Calaveras County GIS, Aerial Photography for City of Angels.

State

16. California Department of Transportation, *The California Scenic Highway System List of Eligible and Officially Designated Routes*; November 22, 2004. www.dot.ca.gov/hq/LandArch/scenic/1.htm and www.dot.ca.gov/hq/LandArch/scenic/left.htm
17. California Environmental Quality Act, 1971 and as amended.
18. Natural Diversity Data Base Maps, Department of Fish & Game, *Wildlife and Habitat Data Analysis*, April 8, 2005.
19. California Historical Resources Information System, Central California Information Center (CCIC), Turlock, California, *CCIC File# 5753J for South Greenhorn Road Extension,* May 16, 2005.

Federal

20. Federal Emergency Management Agency, *Flood Insurance Rate Map, Community Panel # 060021 0001 and 0002*, effective May 19, 1997.
21. United States Department of Agriculture, Soil Conservation Service; *General Soil Map, Calaveras County, California, Angels Camp Area,* July 1966.
22. United States Environmental Protection Agency Department of Toxic Substance Control, *Hazardous Waste and Substance Site List*, September 1997.
23. Army Corp of Engineers Final Notice of Issuance, Reissuance, and Modification of Nationwide Permits in the Federal Register.
24. United States Geological Survey, Angels Camp Quadrangle Map, 1997.
25. United States Fish and Wildlife Service, "*Conservation Guidelines for the Valley Elderberry Longhorn Beetle*", 1999.
26. United States Fish and Wildlife Service, "*Final Determination of Critical Habitat for the California Red-legged Frog*", Federal Register Volume 66, No. 49, March 13, 2001.
27. United States Fish and Wildlife Service, *"Recovery Plan for the California Red-legged Frog*", 2002.

Other

29. San Joaquin Valley Unified Air Pollution Control District, *Guide for Assessing and Mitigating Air Quality Impacts,* August, 1998, including revisions through January, 2002.

PREPARED BY: Robin Wood, AICP

APPENDIX A

PROJECT CONDITIONS

KEY TO AGENCIES:

CDD = City Planning Division, Community Development Dept.
PW = County or City Public Works Department
FD = City Fire Department
CAPCD = Calaveras Air Pollution Control District
CDF = CA Dept. Forestry & Fire Protection
RWQCB = State Water Quality Control Board
BLM = U.S. Bureau of Land management
SUR = County Surveyor
EH = County Environmental Health
SD = County Sheriff's Department
PD = City Police Department
DFG = CA Dept. Fish and Game
CATRANS = CA Dept. Transportation
ACOE = U.S. Army Corps Engineers

Conditions Of Approval For Southern Greenhorn Creek Road Extension Right-of-Way

Prior to the issuance of a Grading Permit or prior to any earth disturbance for roadway construction, the following conditions shall be met:

AGENCY	CONDITION
1. PW	A Grading Plan shall be required for earth disturbing activities for the roadway on the project site. The Grading Plan shall be submitted to the City of Angels and/or County of Calaveras Public Works Departments for review and approval of a Grading Permit. Soils reports may be required as part of the Grading Permit process to confirm that any expansive soils will not adversely affected the roadway construction. (CEQA Section 15041, [Initial Study, "Geology and Soils])
2. PW	Provide proof of access to the real property by a deeded or dedicated road and public utility easement or fee title of no less than 100 feet in width for the future roadway and of sufficient width to accommodate an area extending to 5 feet beyond cuts and fills. Areas of flatter terrain could alternatively require a minimum of an 80-foot wide right-of-way. Proof of access shall be submitted to the Public Works Departments of the City and County. (CEQA Section 15041, [Initial Study, "Transportation/Traffic"])
3. SUR/EH	Road Easements and Public Utility Easements shall be shown on a survey map and recorded as required by the City or County Public Works Department, or County Surveyor. Drainage Protection Areas and Drainage Easements shall be shown on the survey map as required by the Environmental Health Division or State department of Fish and Game. The following easements shall be dedicated for public use: (CEQA Section 15041, [Initial Study, "Transportation/ Traffic"])
	3a. Road and Public Utility Easements along the future roadway. Such right-of-way easement shall be a minimum of 100 feet in width and of sufficient additional width to accommodate the entire road section extending to 5 feet beyond the top of cuts and toe of fill slopes needed through the areas of sloping terrain of the project site. Areas of flatter terrain could require a minimum of an 80-foot wide right-of-way.
	3b. Road and Public Utility Easement along Finnegan Lane where it is to be realigned to access the future roadway. Such easements shall be a minimum of 50 feet in width and of sufficient additional width to accommodate the entire road section extending to 5 feet beyond the top of cuts and toe of fills.

3c. Public Utility Easement 16 feet in total width along the existing Pacific Gas and Electric Powerline on-site which traverses the future roadway.

4. PW Engineered road improvement plans shall be submitted to the City and County Public Works Departments for review and approval. The future roadway shall be designed to meet all local and state standards, including the City of Angels adopted Street Standards and County road standards for safe roadway access through the project site. (CEQA Section 15041, [Initial Study, “Aesthetics”. "Hydrology and Water Quality", “Land Use and Planning” and "Transportation/ Traffic "])

4a. The roadway design shall be required to have engineered bridge footings and culverts sized to avoid reducing the storm water capacity of streams to be crossed by the future roadway.

4b. The future roadway shall be constructed to “Arterial Urban” or “Collector” standards, 40 feet wide, including storm water gutters and curbs, plus 4-foot wide shoulders in residential neighborhoods and 6-foot wide shoulders in commercial zones.

4c. No on-street parking shall be permitted on “Arterial Urban” streets, but parking may be allowed on “Collector” roads.

4d. Provide a Class I or II bicycle path to accommodate bicycles or pedestrians along the shoulders of the proposed roadway.

4e. Sidewalks are not required through the rural residential and agricultural zones, but shall be required in commercial zones.

4f. The proposed future roadway shall be constructed to a maximum of 56 feet wide through the commercial zones and 48 feet wide in residential zones.

4g. Street signs shall be required as needed at intersections to direct traffic along the route. Street signs must be installed in compliance with the City’s adopted street standards.

4h. Residential and commercial driveways to be altered by future roadway construction shall be reconstructed to meet the City’s standards for driveway approaches prior to the completion of roadway construction

4i. New driveway access shall be limited. Common driveways or alternate access locations shall be encouraged for future construction in the

project area, in order to maintain a smooth and safe traffic flow on the future road.

4j, A letter shall be submitted from the project surveyor or engineer stating that driveways can be reconstructed to access each parcel from the future roadway, which meet the requirements of the Calaveras County Code.

4k. Curbs and gutters at intersections shall be designed to accommodate wheel chair access, with ramps.

4l. Storm drains, drop inlets, culverts, and storm water and sediment retention basins shall be developed to handle runoff from the future roadway and will be designed to comply with the City's adopted standards.

4m. The crossing of creeks and seasonal streams shall be avoided or minimized by the project design.

4n. Additional traffic calming measures shall be incorporated into the roadway design, such as stop signs or round-abouts at such intersections as Finnegan Lane and the proposed roadway, or slower curve radii should be designed into the future roadway plan to assist in maintaining speed levels at or below 35 m.p.h.

4o. Every effort shall be made to avoid removing the existing private structures from the project site through modifications to the roadway design.

5. CDD The County shall have designated the proposed Alternative A or B right-of-way route in its General Plan Circulation Element as follows, prior to roadway development, unless the project area is annexed into the City of Angels: (CEQA Section 15041, [Initial Study, "Transportation/Traffic"])

5a. The County must find that the proposed route is consistent with Figure 9 of its General Plan Circulation Element.

5b. The County must designate the proposed right-of-way along the western portion of Finnegan Lane as a "collector" or "arterial" route in the County General Plan Circulation Element.

6. CDD/PW Submit a drainage study and drainage plan to the City and County Public Works Departments for review and approval of the bridged and/or culverted crossing of the creeks for the roadway on the project site. 9. New storm water retention

basins shall be required to maintain the flood storage capacity on the project site. These new storm water retention basins will be fed by a new network of storm water interceptor drains along the future roadway on the project site. The storm water drainage system shall be engineered and designed to handle the runoff from a 100-year storm event. (CEQA Section 15041, [Initial Study, "Hydrology and Water Quality"])

7. CDD/PW The names shall be provided to the Planning Division of the City Community Development Department and the City and County Public Works Department for the Archaeological Monitors who will be present during all earth disturbing activities for the excavation, grading and construction of the roadway from 100 feet north of Angels Creek to State Highway 49 on the project site. (CEQA, Section 15041, [Initial Study, "Cultural Resources"])

8. SUR A Fire Management Plan shall be required to be approved by the City of Angels Fire Marshal as part of the future road construction contract that will address fire safety in the project, including but not limited to clearances, fuels, the performance of hot work, and suppression equipment and practices. (CEQA Section 15041, [Initial Study, “Hazards and Hazardous Materials”])

9. PW The applicant shall secure a Notice of Intent (NOI) to obtain coverage under the General Construction Activity Storm Water Permit (California's National Pollutant Discharge Elimination System (NPDES) General Permit for construction related storm water discharge). Submit to the State Water Resources Control Board Water Permitting Unit, an application for coverage under the Federal Water Pollution Control Act, to be reviewed by State Water Resources Control Board Storm Water Permitting Unit, for any earth moving activities exceeding one acre of total disturbance. (Federal Water Pollution Control Act, Section 401; State Water Resources Control Board authority provided by the State Clean Water Act; California Water Code; CEQA Section 15041, [Initial Study, "Geology and Soils" and “Hydrology and Water Quality”])

10. DFG Streambed Alteration Agreements shall be secured from the California Department of Fish and Game prior to commencing roadwork in the vicinity of the on-site creeks. (CEQA, Section 15041, [Initial Study, “Biological Resources”])

11. ACOE A formal wetland or waterway delineation may be required by the U.S. Army Corps of Engineers (USACE) or State Department of Fish and Game, including an assessment of hydrological connections of identified wetlands or waterways as they relate to other waters of the United States or Waters of the State within the project area. Because jurisdictional waterways (perennial and intermittent streams) are found on the project site, individual mitigation shall be developed by a qualified biologist, in consultation with the State Department of Fish and Game and the U.S. Army Corps of Engineers and/or State Department of Fish and Game, prior to future roadway development. (CEQA, Section 15041, [Initial Study, “Biological Resources” and "Hydrology and Water Quality"])

12. CAPCD Prior to burning vegetation on the site for land clearing activities, secure permits from the Calaveras County Air Pollution Control District and the California Department of Forestry and Fire Protection. (California Health and Safety Code; California Public Resources Code Sections 41800 and 41802, CAPCD Rules and Regulations)

13. CAPCD A Dust Control Plan shall be prepared prior to commencing construction and submitted for approval to the Calaveras County Air Pollution Control District, pursuant to their regulations. The Dust Control Plan shall be designed to control or abate dust during future road construction and development operations. (CEQA, Section 15041, [Initial Study, "Air Quality"]; CAPCD Rules and Regulations)

14. CDD Mature native oak trees and other significant trees shall be retained on the project site wherever possible through roadway design, although mature native trees will need to be removed from areas necessary for development of the new roadway or widening of existing roadways on the project site. (CEQA; Section 15041, [Initial Study, "Aesthetics" and "Hydrology and Water Quality"])

15. CDD Where mature native oak trees or significant trees must be removed, prior to future roadway construction an inventory shall be conducted of the trees to be removed from the project site for the actual roadway design. The inventory shall be conducted by a qualified biologist, registered professional forester or licensed arborist familiar with the subject trees. (CEQA, Section 15041, [Initial Study, "Biological Resources"])

16. DFG A nesting and rearing habitat preconstruction survey for special status species shall be conducted prior to roadway construction to verify that no nesting sites or rearing sites of the special status species will be altered by project construction. Nesting surveys shall be done during the known nesting seasons described in Table 2B of Appendix B for each special status species known to utilize the project site. At least one nesting survey shall be conducted between April 1 and April 30 of the construction year. (CEQA, Section 15041, [Initial Study, "Biological Resources"])

16a. If Cooper's Hawk are found nesting in or near the project right-of-way during the preconstruction survey, the project proponents shall consult with the State Department of Fish and Game for appropriate mitigation measures and no construction shall occur within 600 feet of the nest during the nesting season (April 15 to August 31) or until the young are fledged from the nest.

16b. If Western Pond Turtles are found in the project area during a preconstruction survey, the State Department of Fish and Game and the U.S. Fish and Wildlife Service shall be consulted for appropriate mitigation measures, which shall include that no construction activities

occur in the creek riparian zones until all turtle eggs have hatched into adult turtles, and any riparian woodland disturbed for future project construction shall be replanted in or near the project right-of-way to restore riparian habitat values.

16c. If Red-legged Frogs or Foothill Yellow-legged Frogs are found in the project area during a preconstruction survey, the State Department of Fish and Game and the U.S. Fish and Wildlife Service shall be consulted for appropriate mitigation measures, which shall include that no construction activities occur in the creek riparian zones until all tadpoles have metamorphosed into adult frogs, and any riparian vegetation disturbed for future project construction shall be replanted in or near the project right-of-way to restore stream habitat values. If Red-legged Frogs are discovered on the project site in future surveys, the protocol in the "Recovery Plan for the California Red-legged Frog" developed in 2002 by the U.S. Fish and Wildlife Service should be utilized for their habitat.

16d. If nesting, breeding or rearing habitat for other special status species are found within the area proposed for disturbance on the project site, avoidance measures shall be utilized for the habitat of that special status species. Avoidance measures regarding the construction timing and distance from the species habitat shall be developed by a qualified biologist in consultation with the State Department of Fish and Game, and U. S. Department of Fish and Game for federally listed species.

16e. Limit the construction work needed to the portion of the year when no special status species are nesting, breeding or rearing young in the project vicinity. The proposed project shall avoid disturbance to the area surrounding special status species during their nesting, breeding or rearing seasons while they are known to utilize the project site.

17. USFWS The roadway design shall avoid encroaching any closer to elderberry bushes than the current encroachment of roadways and power lines. The design for the future roadway shall either avoid placing new disruptions within 100 feet of known elderberry bushes with stems over 1-inch in diameter, or the project proponents shall consult with the U.S. Fish and Wildlife Service for appropriate mitigation measures for future construction impacts within 100 feet of such known elderberry bushes. If an elderberry must be removed, as for an encroachment onto State Route 49 for Alternative A, a consultation shall be required with the U.S. Fish and Wildlife Service for mitigation, pursuant to the U.S. Fish and Wildlife Service's "*Conservation Guidelines for the Valley Elderberry Longhorn Beetle*" of 1999. Any elderberry revegetation required by the U.S. Fish and Wildlife Service for a future roadway project shall be done at the edges of the proposed right-of-way in accordance with the U.S. Fish and Wildlife Service's "*Conservation Guidelines for the Valley Elderberry Longhorn Beetle*" of 1999. (CEQA, Section 15041, [Initial Study, "Biological Resources"])

18. PW A Road Encroachment Permit shall be obtained from the City Public Works Department for access onto Greenhorn Creek Road and from the County Public Works Department for access onto Finnegan Lane prior to any work in the City or County road right-of-ways. (CEQA Section 15041, [Initial Study, "Transportation/Traffic"])

19. CALTRANS A Road Encroachment Permit shall be obtained from the California Department of Transportation, Caltrans District 10 Office, for access onto State Route 49 prior to any work in the State road right-of-way. (CEQA Section 15041, [Initial Study, "Transportation/Traffic"])

20. BLM A Special Use Permit, or fee title, shall be secured from the U.S. Bureau of Land Management (BLM) for road construction and maintenance, prior to any access to be constructed through the BLM parcel. (CEQA Section 15041, [Initial Study, "Transportation/Traffic"])

21. ALL The project as proposed may require the following permits and agreements with several State, local and Federal regulatory agencies. These permits shall be secured prior to commencement of project construction as required by the jurisdictional agencies. (CEQA; Section 15041, [Initial Study, "Land Use & Planning"])

JURISDICTIONAL PERMITS	
Permit	**Agency & Contact**
Federal Clean Water Act, Section 404 Permit and/or Rivers and Harbors Act, Section 10 Permit	U.S. Army Corps of Engineer, Kathy Norton, Regulatory Branch Sacramento District, 1325 "J" Street Sacramento, CA 95814-2922;
Federal Clean Water Act, Section 401 Permit	California Regional Water Quality Control Board, Region 5, 11020 Sun Center Drive #200 Rancho Cordova, CA 95670-6114
Water Quality Certification and Storm Water Discharge Permit	California Regional Water Quality Control Board, Region 5, Storm Water Permitting Unit 11020 Sun Center Drive #200 Rancho Cordova, CA 95670-6114
Streambed Alteration Agreement, State Fish and Game Code, Section 1600, et seq.	California Department of Fish and Game, Region 2, Kent Smith 1701 Nimbus Road, Rancho Cordova, CA 95670
Special Use Permit (for road construction and maintenance)	U.S. Bureau of Land Management 63 Natoma St., Folsom, CA 95630
Endangered Species Consultation, ESA, Section 7	U.S. Fish & Wildlife Service, Endangered Species Office 2800 Cottage Way, W-2730, Sacramento, CA 95825;

	And/or CA Dept of Fish and Game, Region 2, Kent Smith. 1701 Nimbus Road, Rancho Cordova, 95670
Burn Permits	Calaveras County Air Pollution Control District 891 Mountain Ranch Road, San Andreas, CA 95249; and/or Altaville CDF Station Highway 49 (Main Street) or P. O. Box 182 Altaville, CA 95221
Highway Encroachment Permit	Caltrans, District 10 Attn: Michael Rodrigues Right-of-Way 1976 East Charter Way, Stockton, CA 95205
Road Encroachment Permit	City of Angels Public Works Department P.O. Box 667, Angels Camp, CA 95222 And/or County of Calaveras Public Works Department 891 Mountain Ranch Road, San Andreas, CA 95249
Grading Permit	City of Angels Public Works Department P.O. Box 667 in Angels Camp, CA 95222 And/or County of Calaveras Public Works Department 891 Mountain Ranch Road in San Andreas, CA 95249

22. ACOE/DFG Bridges shall be designed to span the natural creek channels to avoid creating a barrier to native fish and other aquatic species. Culverts shall be designed to comply with State Fish and Game culvert standards in the natural creek channels to avoid creating a barrier to native fish and other aquatic species. Work in and around the creeks shall only occur during the creeks' low-flow period, which normally occurs from mid- August to early November. (CEQA, Section 15041, [Initial Study, "Biological Resources" and "Hydrology and Water Quality"])

23. PW/CDD The future roadway shall be designed to avoid significant impacts to the known mines in the southern portion of the project site for Alternative A. (CEQA Section 15041, [Initial Study, "Cultural Resources"])

24. SUR All corners shall be monumented as required by the County Surveyor. (CEQA Section 15041, [Initial Study, "Land Use & Planning"])

25. PW/CDD A pre-construction meeting shall be required to be held on-site prior to issuance of a Grading Permit or prior to any earth disturbance. The meeting shall be attended by the Archaeological Monitor, Planning Division of CDD, City and County Public Works Departments, Fire Marshall, Caltrans, State Department of Fish and Game, any other jurisdictional agency requesting to meet, road construction contractor, all equipment operators, and contractors involved in site development. (CEQA, Section 15041, [Initial Study, "Cultural Resources"])

General Conditions to be met during roadway construction:

26. CDD Retain all trees and tall shrubs over 4 inches in diameter at breast height (dbh) along the edges of the road right-of-way, especially where visible from neighboring houses. Trees may be limbed up to 6 feet above the ground level at the edges of the road right-of-way to soften the visual impact of the future roadway and buffer future roadway noises from the proposed road. (CEQA; Section 15041, [Initial Study, "Aesthetics" and “Noise”])

27. DFG Avoid removal of mature native trees and significant trees that serve as habitat for any special status species identified on the project site, excepting areas where no alternative alignment is available to extend the new roadway and widen the existing roadways on the project site. The methods for preserving and safeguarding trees during development near the dripline area of mature trees, shall include the following measures: (CEQA, Section 15041, [Initial Study, “Biological Resources” and "Geology and Soils"])

27a. Construction techniques to allow the roots to breathe and obtain water shall be required.

27b. Install a high visibility tree protection fence (minimum three (3) foot high fence with metal stakes/posts at eight (8) to ten (10) foot intervals) around the dripline(s) of trees to be preserved.

27c. Where oak or significant sized trees may be affected by development, include a certification by a registered civil engineer, land surveyor or licensed tree specialist attesting to the accuracy of the tree trunk and dripline locations.

27d. The existing ground surface within the dripline of any oak or significant tree shall not be cut, filled, compacted or pared. Exceptions may be approved by the CDD Director based on consultation with a qualified biologist, certified arborist, or registered professional forester.

27e. All oak or significant trees on a building site shall be inventoried by the applicant or by the contractor as to size and location on the site.

27f. Damage to any tree during construction shall be immediately reported to the City and the tree shall be treated for damage.

27g. Oil, gasoline, chemicals and other construction materials or equipment, which might be harmful to oak and significant trees shall not be stored under the dripline or upslope of the tree(s).

27h. Drains shall be installed according to City specifications so as to avoid harm to the oak or significant trees due to excess watering.

27i. Wires, signs and other similar items shall not be attached to oak or significant trees.

27j. Cutting and filling around the base of oak or significant trees shall be done only after consultation with the City, and then only to the extent authorized.

27k. No paint thinner, paint, plaster or other liquid or solid excess or waste construction materials or waste water shall be dumped on the ground or into any grate between the dripline and the base of the trees, or uphill from any oak or significant tree.

27l. Keep motorized equipment, stockpiles, and excavations outside the dripline of the native trees and significant trees to be protected.

27m. Wherever cuts are made in the ground near the roots of oak or significant trees, appropriate measures shall be taken to prevent exposed soil from drying out and causing damage thereto. All cuts within the dripline of a tree are to be made by hand (no backhoes or graders.)

27n. Trimming tree cuts of one (1) inch in diameter and over shall be covered at the time the cuts are made with a tree-seal pruning compound. All root pruning shall be done by hand.

27o. Oak and significant trees required to be kept on the project site and oak trees or other trees required to be planted as a condition of construction shall be maintained after completion of construction according to accepted arboricultural practices for the purpose of maintaining or furthering the health of such trees. The Director may require that drought-resistant trees be installed as an alternative to the exact number of each species where appropriate.

28. DFG Where mature native oak trees or significant trees must be removed, they shall be replanted in a ratio of five new sapling trees for each mature tree to be removed, with like species along the edges of the proposed right-of-way. These replacement trees shall be located to screen existing homes from the view of, and from the noise of, the roadway to be constructed. The mature native oak trees or significant trees disturbed by the proposed project shall be revegetated upon completion of the on-site construction and excavation, as follows: (CEQA; Section 15041, [Initial Study, "Aesthetics", "Hydrology and Water Quality" and "Noise"])

28a. Replanting of native trees and significant trees shall be completed after October 1 and prior to March 15 following the construction year.

28b. Native oak trees and other significant trees removed for roadway construction shall be planted to restore degraded areas on the project site. Trees shall be planted about 15 feet apart. Trees shall be placed in appropriate conditions for the individual species, in groupings to form plant communities.

28c. Mature native oak trees or significant trees removed from the project site shall be replanted within the right-of-way corridors. Native oak or significant tree species for revegetation shall include the following: Big-leaf Maple; White Alder; Blue Elderberries; Incense Cedar; Canyon Live Oak; Blue Oaks; Valley Oaks; Morehus (Oracle) Oak; Interior Live Oak; California Black Walnut; Oregon Ash; Ponderosa Pine; Foothill Gray Pine; Fremont Cottonwood; and Willow.

28d. All revegetated areas shall be mulched with materials, such as bark or wood chips, which promote water retention and reduce water loss from evaporation.

28e. The mature native oak trees or significant trees to be retained near project construction shall be protected with bright colored temporary fencing near the construction site or replanted in areas as required by the City.

28f. Any fencing around the project site shall be maintained in good repair to prevent unauthorized motorized vehicles from disturbing the revegetation areas.

29. CDD The Root Zones of mature oaks and other significant trees shall be avoided the to the maximum extent feasible during future cutting and filling activities. Best management practices shall be utilized to protect the root zones of the mature oaks and significant trees in conjunction with new construction. (CEQA; Section 15041, [Initial Study, "Aesthetics"])

30. DFG The riparian vegetation along waterways, including Angels Creek, Sixmile Creek, and Indian Creek, shall be retained to protect their banks from erosion and the waterways from siltation or replanted nearby where vegetation must be removed for future roadway construction. (CEQA, Section 15041, [Initial Study, "Biological Resources" and "Hydrology and Water Quality"])

31. DFG The natural waterways disturbed by the proposed project shall be revegetated or otherwise stabilized upon completion of the on-site construction and excavation,

as follows: (CEQA, Section 15041, [Initial Study, “Biological Resources” and "Hydrology and Water Quality"])

31a. Replanting of riparian trees and shrubs shall be completed after October 1 and prior to March 15 following the construction year.

31b. Native riparian trees removed for roadway construction shall be planted in a ratio of five new sapling trees for each mature tree removed to restore degraded areas on the project site. Trees shall be planted about 15 feet apart. Trees shall be placed in appropriate conditions for the individual species, in groupings to form plant communities.

31c. Native riparian vegetation removed from the project site shall be replanted within the riparian corridors. Native riparian species for revegetation shall include the following: Fremont’s cottonwood, Oregon ash, Valley oak, California black walnut, willow, and California wild rose.

31d. All revegetated areas shall be mulched with materials, such as bark or wood chips, which promote water retention and reduce water loss from evaporation.

31e. The native trees and riparian vegetation to be retained near project construction shall be protected with bright colored temporary fencing near the construction site or replanted in areas as required by the City. Replanted trees or riparian vegetation shall be maintained on the project site for a period of not less than seven years. The project applicant shall be responsible for maintaining revegetated trees and riparian plants in a healthy and attractive condition. Dead or dying plants shall be replaced with materials of equal size and similar variety.

31f. Any fencing around the project site shall be maintained in good repair to prevent unauthorized motorized vehicles from disturbing the revegetation areas.

32. CDD All contractors and equipment operators shall be instructed to watch for potential archeological artifacts (including glass pieces, ceramic pieces, square nails and human remains), pursuant to Section 106 of the National Historic Preservation Act. (CEQA Section 15041, [Initial Study, "Cultural Resources"])

33. CDD A qualified Archeological Monitor shall be present during all earth disturbing activities for the excavation, grading and construction of the portion of the roadway from 100 feet north of Angels Creek south to State Highway 49 to ensure that potential impacts to any subsurface cultural resources are avoided. The monitor will have the authority to flag the allowed limits of the roadway through the cultural resource area and to require avoidance of significant cultural resources, as approved by the City Community Development Director. (CEQA, Section 15041, [Initial Study, "Cultural Resources"])

34. CDD If a cultural resource is discovered during the activities authorized by approval of this project, the person in possession of the real property and all persons conducting any activity authorized by this project shall comply with the following provisions: (CEQA Section 15041, [Initial Study, "Cultural Resources"])

34a. The person discovering the cultural resource shall notify the Community Development Department by telephone within 4 hours of the discovery or the next working day if the department is closed.

34b. When the cultural resource is located outside the area of disturbance, the Community Development Department shall be allowed to photodocument and record the resource and construction activities may continue during this process. On the project site, the area of disturbance includes the road-right-of-way.

34c. When the cultural resource is located within the area of disturbance, all activities that may impact the resource shall cease immediately upon discovery of the resource. All activity that does not affect the cultural resource as determined by the Community Development Department may continue. A qualified professional, such as an archaeologist or an historian, shall be allowed to conduct an evaluative survey to evaluate the significance of the cultural resource.

34d. When the cultural resource is determined to not be significant, the qualified professional or Community Development Department shall be allowed to photodocument and record the resource. Construction activities may resume after authorization from the Community Development Department.

34e. When a resource is determined to be significant, the resource shall be avoided with said resource having boundaries established around its perimeter by a qualified professional archaeologist or historian or a cultural resource management plan shall be prepared by a qualified professional to establish measures formulated and implemented in accordance with Sections 21083.2 and 21084.1 of the California Environmental Quality Act (CEQA) to address the effects of construction on the resource. The qualified professional shall be allowed to photodocument and record the resource. Construction activities may resume after authorization from the Community Development Department. All further activity authorized by this permit shall comply with the cultural resources management plan.

34f. If human remains are discovered during subsurface excavations on the project site, no further disturbance shall occur until the County Coroner has made the necessary determination as to the origin and disposition of

the remains, pursuant to Public Resources Code, Section 5097.98 and State Health and Safety Code, Section 7050.5.

Note: A cultural resource is any building, structure, object, site, district, or other item of cultural, social, religious, economic, political, scientific, agricultural, educational, military, engineering or architectural significance to the citizens of Angel Camp, Calaveras County, the State of California, or the nation which is 50 years of age or older or has been listed on the National Register of Historic Places, the California Register of Historical Resources, or the City or County Register of Cultural Resources. (CEQA Section 15041, [Initial Study, "Cultural Resources"])

35. PW/CDD The future road construction activities shall be limited to Monday through Friday, from 7:00 a.m. to 7:00 p.m., unless the City plans to have inspectors monitor the project site on Saturdays, and shall be prohibited on City and County holidays and Sundays, to address neighboring concerns over noise disturbances during normally quiet hours and to allow regular inspections by regulatory agencies. (CEQA, Section 15041, [Initial Study, "Noise"])

36. SUR/FD The roadway from Greenhorn Creek Road through to access State Highway 49 shall be named and the name approved by the County Surveyor's Office, division of the Department of Public Works and City Fire Department. (CEQA; Section 15041, [Initial Study, “Transportation/Traffic”])

37. CDD/PW Any street lighting within the proposed right-of-way shall be designed to be aimed down at the project site, be shielded from the sky, and shall not direct light or glare onto adjacent parcels. (CEQA; Section 15041, [Initial Study, "Aesthetics”])

38. PW Changes to, or interference with, the public wastewater conveyance facilities of the City of Angels and its water conveyance facilities shall be minimized by new roadway design and widening of existing roadways. Utility providers shall be consulted for approval of all crossings within their easements. (CEQA Section 15041, [Initial Study, "Hydrology and Water Quality"])

39. PW The City shall provide detours and post notices in the local newspapers making residents aware of temporary delays, which may occur on some local roads during future roadway construction. (CEQA Section 15041, [Initial Study, "Transportation/Traffic"])

40. CDF/FD The on-site roads constructed pursuant to this project approval shall be cleared of flammable vegetation over 18 inches in height to a distance of 30 feet from the centerline of the road for safe emergency vehicle access during wildland fire situations. This condition does not apply to the area within 50 feet of a creek or stream, single specimens of trees, ornamental shrubbery, or similar plants which are used as ground cover. NO ELDERBERRY bushes may be removed or

limbed up on the project site. No clearing of brush or trees may occur within 100 feet of any Elderberry stem of at least one inch in diameter, unless written permission is granted by the U.S. Fish and Wildlife Service and approved by the City Community Development Director. Trees do not need to be removed, but must be limbed up to 13 feet above ground level where they overhang the roadway. Aesthetics and residential privacy shall be considered in the process. (PRC, Section 4291; US Fish and Wildlife Service, Valley Elderberry Longhorn Beetle Protocol; CEQA Section 15041, [Initial Study, "Hazards", "Public Services" and "Biological Resources"])

41. FD/PW Signs with street identification shall be provided for location of new or realigned roads, consisted with standards in the City and County Codes. All streets shall be identified and signed at intersections to allow for speedy response of emergency equipment. The size of letters, numbers and symbols for street and road signs shall be at least three inches in height and at least 3/8 inch in stroke. Letters/numbers shall be reflectorized, contrasting with the background color of the sign. (CEQA Section 15041, [Initial Study, "Transportation/Traffic" and "Aesthetics"])

42. PW/FD The on-site road, including the bridge, on the project site shall be constructed or improved to City and County roadway standards. (CEQA Section 15041, [Initial Study, "Transportation/Traffic"])

43. PW The on-site road shall be completed in compliance with road improvement plans approved by the City and County Public Works Departments referenced in Condition #4. (CEQA Section 15041, [Initial Study, "Transportation/Traffic"])

44. PW All grading on the project site, shall be completed in compliance with the Grading Permit or Grading Plans and other jurisdictional permits issued by the City and County Public Works Departments referenced in Conditions #1, 19, and 24. (CEQA Section 15041, [Initial Study, "Transportation/Traffic"])

45. PW/DFG Drainage improvements shall be installed in accordance with the approved plans referenced in Condition #6. (CEQA Section 15041, [Initial Study, "Hydrology and Water Quality"])

46. PW All bridge and culvert structures located within the project area shall be constructed to withstand flood hazards. (CEQA Section 15041, [Initial Study, "Hydrology and Water Quality"])

47. PW Road encroachments onto State Route 49 shall be installed in accordance with the approved plans and Encroachment Permit provisions referenced in Condition #20 and 24. . (CEQA Section 15041, [Initial Study, "Transportation/Traffic"])

48. EH Existing on-site wells and/or septic tanks that are no longer needed within the project right-of-way shall be destroyed under permit from the Calaveras County Department of Environmental Health and in accordance with all laws and

policies governing wells and septic tanks within Calaveras County, and in accordance with California State Model Well Standards. This measure shall apply to on-site wells and/or septic tanks at the time they are no longer needed. (CEQA Section 15041, [Initial Study, "Hydrology and Water Quality"])

49. ALL To avoid violation of any water quality standards or waste discharge, including erosion and siltation, the proposed roadwork shall be conducted in compliance with all of the permits, as approved by the jurisdictional agencies. (CEQA Section 15041, [Initial Study, "Hydrology and Water Quality"])

49a. U.S. Army Corps of Engineer, Federal Clean Water Act, Section 404 Permit, and/or the Rivers and Harbors Act, Section 10 Permit;

49b. California Regional Water Quality Control Board, Region 5, Federal Clean Water Act, Section 401 Permit;

49c. California Regional Water Quality Control Board, Region 5, Water Quality Certification and Storm Water Discharge Permit for disruption of more than one acre of surface area;

49d. California Department of Fish and Game, Region 4, Streambed or Lakebed Alteration Agreement, State Fish and Game Code, Section 1600, et seq.;

49e. Calaveras County Department of Environmental Health, permits governing abandonment of wells and septic tanks.

50. PW Best Management Practices for erosion control shall be utilized during and immediately after future roadway construction on the project site as required by the jurisdictional agencies as part of their permitting requirements for the future roadway construction. (CEQA Section 15041, [Initial Study, "Geology and Soils" and "Hydrology and Water Quality"])

51. PW Sediment and storm water retention ponds or basins shall be constructed to control any sediment runoff from the project site, prior to reaching Angels Creek, Sixmile Creek or Indian Creek. Storm water shall be collected in a new storm drain system and allowed to percolate into the ground below the storm water sediment basin to recharge the groundwater, unless utilized for revegetation or landscape irrigation. (CEQA Section 15041, [Initial Study, "Hydrology and Water Quality"])

52. PW Recontoured slopes for future roadway construction shall incorporate new storm water drainage channels and storm water sediment basins to intercept runoff prior to reaching creek corridors, in order to control any sediment runoff from the project site and to protect water quality. (CEQA Section 15041, [Initial Study, "Geology and Soils" and "Hydrology and Water Quality"])

53. PW Recontoured slopes will be constructed at no greater than a 1:1.5 ratio for slope stability and to prevent erosion. Road development shall comply with the Calaveras County Air Pollution Control District's fugitive dust and particulate matter regulations, which also limit any erosion and provide for construction controls to stabilize the earth for such activities as roadway cuts and fills. (CEQA Section 15041, [Initial Study, "Air Quality" and "Geology and Soils"])

54. RWQCB All soils disturbed by grading on the project site shall be paved, reseeded, hydromulched or otherwise stabilized as soon as possible, including road cut and fill slopes, and shall be stabilized before the rainy season begins, by October 15 of the construction year, in accordance with standards established by the City and County. Emergency erosion control measures shall be utilized as requested by jurisdictional agency officials. (CEQA Section 15041, [Initial Study, "Geology and Soils", "Aesthetics", and "Hydrology and Water Quality"])

55. PW Heavy construction equipment, vehicles and other construction materials shall not be stored, oiled, fueled or otherwise maintained within 50 feet of any waterway or pond. (CEQA Section 15041, [Initial Study, "Hydrology and Water Quality"])

56. PW An Erosion Control Plan shall be submitted for approval to the Public Works Department and implemented for any construction to take place between October 15 and May 15 of any year. In the absence of such an approved and implemented plan, all construction shall cease on or before October 15, except for work that is necessary to implement erosion control measures. (CEQA Section 15041, [Initial Study, "Geology and Soils" and "Hydrology and Water Quality"])

57. CAPCD. Construction materials shall not be burned on the project site, but shall be taken to the appropriate landfill at the nearby Red Hill Transfer Station, or directly to the Rock Creek Landfill operated by Calaveras County since 1990. (CEQA, Section 15041, [Initial Study, "Air Quality"])

58. CAPCD Any burning of vegetation on the site shall require appropriate Burn Permits from the California Department of Forestry and Fire Protection (CDF). If on-site brush is to be burned from land clearing operations on five acres or more in area, also secure a Burn Permit from the Calaveras County Air Pollution Control District, prior to burning vegetation on the site. (CAPCD Rules and Regulations; California Health and Safety Code; California Public Resources Code Sections 41800 & 41802; CEQA, Section 15041, [Initial Study, "Air Quality"])

59. FD/CDF Water trucks shall be made available for quick fire suppression during all construction hours. (CEQA, Section 15041, [Initial Study, "Hazards and Hazardous Materials"])

60. CAPCD The project proponent shall be responsible for dust abatement during construction and development operations. The Dust Control Plan shall be implemented for air quality disturbances during project construction of the future roadway. Dust abatement equipment, such as a watering truck or other watering device, shall be utilized to control dust on the site during construction. The watering truck, or other device, shall spray water on the site on all working days when natural precipitation does not provide adequate moisture for complete dust control and when winds area over 15 mph, pursuant to air quality regulations of the Calaveras County Air Pollution Control District for fugitive dust and particulate matter. Said watering device shall be used to spray water on the site at the end of each day and at all other intervals, as need dictates to control dust. (CEQA, Section 15041, [Initial Study, "Air Quality"]; CCAPCD Rules and Regulations)

61. CAPCD Exposed serpentine gravel shall be prohibited on the construction site. Pavement shall be required for any driving surface utilizing serpentine gravel. (CCAPCD, Rules and Regulations; CEQA, Section 15041, [Initial Study, "Air Quality"])

62. CAPCD The following road construction management practices shall be incorporated to reduce the potential impacts to air quality associated with the emission of particulate matter or dust: (CEQA, Section 15041, [Initial Study, "Air Quality"])

62a. All disturbed areas, including storage piles, which are not being actively utilized for construction purpose, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.

62b. All on-site unpaved roads and off-site unpaved access roads serving the construction on the project site shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant on all days when natural precipitation or ground moisture levels allow dust conditions.

62c. All land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking on all days when natural precipitation or ground moisture levels allow dust conditions.

62d. With the demolition of buildings, all exterior surfaces of the building shall be wetted during demolition.

62e. When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.

62f. All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.

62g. Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizers or suppressants.

62h. Within project area, trackouts shall be immediately removed when they extend 50 or more feet from the site, and at the end of each workday.

62i. Limit traffic speeds on unpaved road portions to 15 mph during project construction.

62j. Install sandbags or other erosion control measures to prevent silt runoff to other public roadways from sites with a slope of greater than one percent.

62k. Install wheel washers for all exiting trucks, or wash all trucks and equipment leaving the site.

62l. Suspend excavation and grading activity when winds exceed 20 mph.

63. PW Driveway encroachments reconstructed onto the future roadway shall have a maximum gradient of 16 percent and be constructed at least 12 feet in width, with a base of 4 inches of compacted Class II aggregate. (CFD; CEQA Section 15041, [Initial Study, "Transportation/Traffic"])

64. FD/PW Residential identification shall be provided for location of realigned driveways serving residential structures. For single-family dwellings the size of letters, numbers and symbols for addresses shall be a minimum of three inches in height and 3/8 inch in stroke. Letters/numbers shall be reflectorized, contrasting with the background color of the sign. Any number not attached to a building shall be located at least four feet from the improved shoulder of the adjacent roadway and shall be no higher than four feet from ground level and no lower than three feet from ground level. All numbers shall be legible from the road on which the address is located. (CFD; CEQA Section 15041, [Initial Study, "Transportation/Traffic"])

MONITORING PROVISION: The required mitigation measures #26 through #64 above must be implemented during regular Public Works inspections for the required Grading Permit. Contractors working on the project site shall be given a copy of the required conditions and mitigation measures, and told of the responsibility to comply with said measures. Any violations observed by the Public Works or Community Development Departments during regular site inspections or in

response to complaints shall be referred to the agency having jurisdiction over the condition for resolution or for enforcement. Each of the jurisdictional agencies requiring permits shall be responsible for enforcement of the conditions of their individual permits. (CEQA; Section 15041, [Initial Study, "Land Use"]; PRC, Section 21081.6)

General Conditions to be met following roadway construction:

65. CDD The landowners will be permitted to continue their current land uses until the time that development is proposed for the future roadway construction, excepting that no mature native trees or significant trees that are to be retained on the edges of the right-of-way for screening should be cut. (CEQA, Section 15041, [Initial Study, "Land Use"])

66. PD/SD The use of the roadway for transport of trucks with designated hazardous materials shall be prohibited from this residential neighborhood, excepting those needed for local agricultural chemicals and propane deliveries. (CEQA, Section 15041, [Initial Study, "Hazards and Hazardous Materials"])

Mitigation Monitoring: The required mitigation measures must be implemented as regular road maintenance. The proposed roadway shall be posted as required following completion of construction for the roadway. Any violations observed shall be reported to the Calaveras County Sheriff, City of Angels Police, California Department of Forestry and Fire Protection, or Fire Department for enforcement. (CEQA, Section 15041, [Initial Study, "Hazards and Hazardous Materials"])

67. PD/SD Noise on the project site shall be limited by restricting access from heavy trucks over two tons and with more than six wheels, to prohibit large trucks from utilizing the future roadway through this residential neighborhood. (CEQA, Section 15041, [Initial Study, "Noise" and "Transportation/Traffic"])

Mitigation Monitoring: The required mitigation measures must be implemented during regular police patrols. The proposed roadway shall be posted as required following completion of construction for the roadway. Any violations observed shall be reported to the Calaveras County Sheriff or City of Angels Police for enforcement. (CEQA, Section 15041, [Initial Study, "Noise" and "Transportation/ Traffic"])

68. PD/SD The speed limit for the future roadway shall not exceed 35 m.p.h. (CEQA, Section 15041, [Initial Study, "Noise" and "Transportation/Traffic"])

Mitigation Monitoring: The required mitigation measures must be implemented during regular police patrols. The proposed roadway shall be posted as required following completion of construction for the roadway. Any violations observed shall be reported to the Calaveras County Sheriff or City of Angels Police for

enforcement. (CEQA, Section 15041, [Initial Study, "Noise" and "Transportation/ Traffic"])

69. PW New storm water retention basins shall be required to be maintained to enhance the flood storage capacity on the project site. The new network of storm water interceptor drains along the roadway on the project site shall also be maintained. (CEQA Section 15041, [Initial Study, "Hydrology and Water Quality"])

Mitigation Monitoring: The required mitigation measures must be implemented as regular road maintenance. Any violations observed shall be reported to the Regional Water Quality Control Board for enforcement. (CEQA, Section 15041, [Initial Study, "Hazards and Hazardous Materials"])

70. CDF/FD The on-site road constructed pursuant to this project shall be maintained clear of flammable vegetation over 18 inches in height to a distance of 30 feet from the centerline of the road, or ten feet from the edge of pavement, for safe emergency vehicle access during wildland fire situations. This condition does not apply to single specimens of trees, ornamental shrubbery, or similar plants which are used as ground cover. NO ELDERBERRY bushes may be removed or limbed up on the project site. No clearing of brush or trees may occur within 100 feet of any Elderberry stem of at least one inch in diameter, unless written permission is granted by the U.S. Fish and Wildlife Service and approved by the Community Development Director. Trees do not need to be removed, but must be limbed up to 13 feet above ground level where they overhang the roadway, provided however, that pruning of live branches does not extend up the bole more than ½ the height of the tree or remove more than 1/3 of the live crown. (PRC, Section 4291; CEQA Section 15041, [Initial Study, "Public Services"])

MONITORING PROVISION: The required mitigation measures must be implemented as regular road maintenance. The proposed roadway shall be posted as required following completion of construction for the roadway. Any violations observed shall be reported to the California Department of Forestry and Fire Protection, or Fire Department for enforcement. Confirmed noncompliance may result in a penalty fee assessed on the property or issuance of a citation. (CEQA, Section 15041, [Initial Study, "Hazards and Hazardous Materials"]; (PRC, Section 21081.6)

71. CDD/DFG Replanted trees shall be maintained on the project site for a period of not less than seven years. The project applicant shall be responsible for maintaining revegetated trees in a healthy and attractive condition.

71a. Dead or dying plants shall be replaced with materials of equal size and similar variety.

71b. The State Department of Fish and Game shall be provided access to the

revegetation site during the seven-year monitoring period.

71c. A minimum survival rate of at least 50 percent of the native trees must be maintained throughout the seven-year monitoring period and at the end of the monitoring period, or the monitoring period shall be extended one more year for each year that less than a 50 percent survival rate is found by the monitoring biologist.

Mitigation Monitoring: Replanted trees shall be maintained on the project site for a period of not less than seven years. A qualified biologist, registered professional forester or licensed arborist shall monitor the health of all plants on the project site at least once each year. The project applicant shall submit an annual statement from a biologist verifying compliance with this provision to the State Department of Fish and Game. (CEQA; Section 15041, [Initial Study, "Aesthetics"])

72. DFG A biologist shall monitor the health of all plants on the project site at least once each year. The project applicant shall submit an annual statement from a biologist verifying compliance with this provision to the State Department of Fish and Game. (CEQA, Section 15041, [Initial Study, "Biological Resources"])

72a. The State Department of Fish and Game shall be provided access to the revegetation site during the seven-year revegetation monitoring period.

72b. Non-native weeds shall be kept trimmed within 50 feet along the revegetation areas for a period of at least seven years.

72c. A minimum survival rate of at least 50 percent of the native trees and riparian vegetation must be maintained throughout the seven-year monitoring period and at the end of the monitoring period, or the monitoring period shall be extended one more year for each year that less than a 50 percent survival rate is found by the monitoring biologist.

Mitigation Monitoring: Replanted trees shall be maintained on the project site for a period of not less than seven years. A qualified biologist, registered professional forester or licensed arborist shall monitor the health of all plants on the project site at least once each year. The project applicant shall submit an annual statement from a biologist verifying compliance with this provision to the State Department of Fish and Game. A minimum survival rate of at least 50 percent of the native trees must be maintained throughout the seven-year monitoring period and at the end of the monitoring period, or the monitoring period shall be extended one more year for each year that less than a 50 percent survival rate is found by the monitoring biologist. The State Department of Fish and Game shall be provided access to the revegetation site during the seven-year monitoring period. Contractors working on the project site shall be given a copy of the required conditions and mitigation measures, and told of the

responsibility to comply with said measures. Any violations observed shall be reported to the State Department of Fish and Game. (CEQA, Section 15041, [Initial Study, "Biological Resources"])

APPENDIX B

BIOLOGICAL REPORT

Plants, Animals and Habitats of South Greenhorn Creek Right-of-way Extension Angles Camp, CA, A Biological Survey

As Identified by Biologist Robin Wood,
With Technical Assistance from William Wood
P.O. Box 433, Sonora, CA 95370
(209) 532-6818; rwwood@bigvalley.net

May 10 and 13, 2005

PROPOSED PROJECT

ASSESSOR'S PARCEL NOs. City of Angels APNs: 058-030-009; 062-014-040; 064-004-003; 064-004-005; 064-004-029; 064-011-019; and with Alternative B, 062-014-049 and could be added. County of Calaveras (within Sphere of Influence for City of Angels) APNs: 064-004-001; 064-004-021; 064-004-028; 064-004-030; 064-004-031; 064-005-052 (Alternative A only); 064-011-006; 064-011-014; 064-011-015; 064-011-020; 064-011-021; and 064-011-031.

SURFACE/MINERAL RIGHTS OWNER: City of Angels; Raymond Foppiano and Doris Shirley; Thomas Frederick; Tom and Cathy Gorden; Irene Gregorio; Matthew and Tracy Hatcher; Gerald and Jacqueline Heintz; Robert Helvey et al; Stephen Lewis et al; William and Sherri Lewis; Margaret Martineau; Raymond Pickup; Russel and Edgarda Pohle; Anthony Serva; Bruce and Cheryl Silva; and U.S. Bureau of Land Management (BLM). With Alternative B, Matthew and Tracy Hatcher would not be effected, but Anne Pecchenino Duda, and Leotice and Jimmie Ruth Wood would be added.

PROJECT PROPONENT: City of Angels

CONTACT: Kaye Simonson, Planning Director
City of Angels Community Development Dept.
571 Stanislaus St. #5C
P.O. Box 667
Angels Camp, CA 95222
(209) 736-1346; FAX (209) 736-9048

PROJECT DESCRIPTION:

Alternative A described below is the originally circulated project description. The discussion and analysis of Alternative B was requested by landowners for the consideration of the decision making bodies. Therefore, both Alternative routes for A and B were surveyed for biological issues.

PROJECT DESCRIPTION ALTERNATIVE A:

The City of Angels originally proposed the Southern Greenhorn Creek Road right-of-way extension project (OWP Project No. 04/05-11) to protect approximately 4,300 feet of City road right-of-way, to be 100 feet in width. The right-of-way project is needed for the future extension of Greenhorn Creek Road from its current terminus southeasterly along Finnegan Court and Finnegan Lane, through both City of Angels and County of Calaveras jurisdictional parcels, including the northeastern corner of the City of Angels Corporation Yard with the Wastewater Treatment Plant. From the City Corporation Yard the road right-of-way would cross southwest of Centennial Lane to connect southeasterly to State Route 49 (Main Street), south of the City Limits and north of Gun Club Road. The proposed encroachment onto State Route 49 would be at an oblique angle, at the top of a hill, on a curve to the south, with about 300 feet of site distance to the south. The road design within the right-of-way will be done in the future. The current driveway access to the City Corporation Yard may need to be relocated depending on

future roadway design. The need for the proposed road right-of-way is to provide for a future alternative City street route to the west of Main Street (State Route 49) in Angels Camp, in order to relieve traffic congestion and provide the public and emergency vehicles safe access through the area in the event of wildland fires, flood hazards, or traffic accidents blocking Main Street (State Route 49). The proposed route would serve as an alternative City arterial or collector route, depending on future roadway design. In order to protect the proposed right-of-way from encroachment by future development, a resolution of support for the project is proposed for adoption by both the City Council and the County Board of Supervisors.

The 12.6± acre project site lies completely within the Sphere of Influence for the City of Angels. The project parcels within the City Limits are currently zoned RA (Residential Agricultural), except the City Corporation Yard and Wastewater Treatment Plant parcels that are zoned PS (Public Service) under the City Zoning Code. Parcels within County jurisdiction are zoned U (Unclassified). The County jurisdictional parcels are within the City of Angels Sphere of Influence that was adopted as a community planning area for the City land use designations in the County General Plan. Land Uses on most of these parcels are consistent with RA (Residential Agricultural) uses, except for Assessor's Parcel Number 064-004-031, which is zoned C2 (General Commercial) under Title 17 of the Calaveras County Zoning Code and has a commercial building located within this proposed right-of-way. If the City Council and County Board of Supervisors support a resolution for designation and protection of the proposed Greenhorn Creek Road right-of-way extension, then the City will request that the County amend the Circulation Element of the County General Plan to include the designated route. The approximate route for the road right-of-way extension project is already included in Table 19 of the Regional Transportation Plan (RTP) and already included in the Circulation Element of the City of Angels' General Plan. Once a right-of-way route is adopted by both the City and the County, the City could begin the process toward the purchase of right-of-way from affected landowners.

PROJECT DESCRIPTION ALTERNATIVE B:

The Alternate B Project Description is the environmentally superior alternative. It varies from the original City of Angels proposal for the Southern Greenhorn Creek Road right-of-way extension project (OWP Project No. 04/05-11) by protecting approximately 3,625 feet, instead of 4,300 feet of road right-of-way, to be 100 feet in width. From the City Corporation Yard the road right-of-way would still cross southwest of Centennial Lane, but would be altered through BLM land to swing east and not south, in a 30 m.p.h. curve, then adjacent to the power transmission line easement to connect easterly through private parcels to State Route 49 (Main Street), north and upstream of the confluence of Sixmile Creek with Indian Creek. The actual road design within the right-of-way would be done in the future. This alternative route would enter the State Highway at a right angle and have a better sight distance for an encroachment onto the State Highway, for a safer access than is available with Alternative A. The site distance at the Alternative B encroachment would be 500 to 600 feet in each direction up and down the Highway. The area of this encroachment would be into an improved, wider section of Highway 49 than is available in Alternative A. Across the Highway from Alternative B's proposed encroachment is the approximate location of the future southeast arterial road shown in the General Plan, which could allow four-way intersection improvements and signalization, if traffic warrants it in the future. This alternative route would cost less tax dollars for future road construction than Alternative A, because Alternative B would be 675 feet shorter than the route

for Alternative A and the Alternative B route would not require a bridge over Sixmile Creek, which may be required below the creek's confluence with Indian Creek proposed for Alternative A. Unlike Alternative A, the Alternative B route would avoid future impacts within 100 feet of two of the four potentially impacted large Blue Elderberry bushes in the Alternative A route, which are potential habitat for the Federally listed "Threatened" species, the Valley Elderberry Longhorn Beetle. The Alternative B route would not require removal of a commercial building, would avoid potential impacts to the area surrounding a circa 1890 house and avoid impacts to three circa 1906 mining sites. The Alternative B right-of-way would reduce the impacted area from 12.6± acres for Alternative A, to 10.1± acres. The northern portion of the project description would remain as discussed in the original proposal for Alternative A above. All known, significant environmental issues could be avoided or mitigated with this alternative route.

PROJECT LOCATION:

The project extends south of the Greenhorn Creek Subdivision, to an area south of the City of Angels and west of State Highway 49 in Calaveras County, California. Please see attached map. Assessor's Parcel Numbers along the western end of Finnegan Lane are: 058-030-009; 064-004-001; 064-004-029; 064-004-030; 064-011-006; 064-011-014; 064-011-015; 064-011-019; 064-011-020; 064-011-021; and 064-011-031. Assessor's Parcel Numbers along the western end of Centennial Lane are: 064-004-003; 064-004-005; 064-004-021; 064-004-028; and 062-014-040. Assessor's Parcel Numbers along the west side of State Route 49 (Main

Street) are: 064-004-031 and 064-005-052. Alternative B would remove Assessor's Parcel Number 64-005-052 and would add Assessor's Parcel Numbers 062-014-049 and 064-004-023. The project is located within the Sphere of Influence for the City of Angels, Calaveras County, California, in a portion of Sections 3 and 4 of Township 2 North, Range 13 East, and Section 33 of Township 3 North, Range 13 East, of the Mount Diablo Base and Meridian.

SITE DESCRIPTION, SETTING AND LAND USES:

The project elevation above mean sea level is 1,340 feet to 1,372 feet. The proposed project for viable alternatives A and B, consists of eighteen (18) parcels or (19) parcels, depending on project design. These parcels range in size from one (1±) to twenty-two (22±) acres. They are used for commercial, open residential, agricultural, and public land uses. To the north of the project site is the Greenhorn Creek subdivision. To the west and to the south of the project site are larger, open agricultural parcels with scattered residences consistent with Residential-Agriculture (RA) zoning uses. To the northeast of the project site, within the City Limits are single-family homes clustered close to Finnegan Lane and zoned for Single-family Residential (R-1) uses. To the Southeast along Centennial Lane are small-to mid-size lots zoned for Single-family Residential (R-1) uses and multiple lots zoned Suburban Commercial (SC) within the City and General Commercial (C2) within the County. The north side of Centennial Lane is developed with single-family homes located close to the roadway. Also to the southeast of the project site, across Main Street (State Route 49), is the Calaveras County Fair Grounds.

The proposed road right-of-way for all alternatives would run southeasterly connecting Greenhorn Creek Road from its southern terminus, along Finnegan Court, then along the western end of existing Finnegan Lane. A widening of the right-of-way along the western portion of existing Finnegan Lane is proposed. Finnegan Lane would be realigned in the project vicinity and would taper back to the existing roadbed on the eastern end of the project site. On the north side of Finnegan Lane is a seasonal creek that passes under the roadway in a culvert. The right-of-way passes through both City of Angels and County of Calaveras jurisdictional parcels. Alternatives A and B would traverse the northeastern corner of the City of Angels Corporation Yard, pass by the City's wastewater treatment plant. In the northeastern portion of the City Corporation Yard is another seasonal creek, which may be impacted by future development of a road in the proposed right-of-way. The driveway access to the City Corporation Yard may need to be relocated depending on roadway design. From the City Corporation Yard the road right-of-way for Alternatives A and B would cross south of Centennial Lane, under power transmission lines on a BLM parcel, to connect southeasterly to State Route 49 (Main Street), south of the City Limits, south of Centennial Lane, and north of Gun Club Road. The road right-of-way would cross over Angels Creek and over Sixmile Creek, either below its confluence with Indian Creek (as originally proposed in Alternative A) or above the confluence of Sixmile and Indian Creeks as proposed in Alternative B. Both Angels Creek and Sixmile Creek are U.S.G.S. designated blue-line perennial streams. Indian Creek is U.S.G.S. designated blue-line intermittent stream. Angels Creek, Sixmile Creek, and a seasonal stream north of Finnegan Lane were flowing during site inspections on May 10 and 13, 2005. A bridge will be needed for future roadway construction over Angels Creek for all alternatives. A bridge may be needed over Sixmile Creek for Alternative A. The originally proposed right-of-way for Alternative A crosses through rock outcroppings and mature Valley oaks at Sixmile Creek.

Many of the subject parcels proposed for the road right-of-way have been developed with homes, garages, barns and other outbuildings. Five residentially zoned structures are located within 100 feet of the proposed right-of-way for Alternative A, the closest being 63 feet from the proposed right-of-way. Additionally, three or four structures in the City Corporation Yard may eventually need to be moved for future development of the proposed right-of-way for both Alternatives A and B. An existing propane tank is located in the affected right-of-way at 1961 Finnegan Lane, and may need to be moved to accommodate future roadway development for all alternatives.

On-site vegetation consists primarily of an overstory of oaks, including Valley, live, and blue oaks. An unusual, large, double trunk Morehus (Oracle) oak is also located at Finnegan Lane. The understory has manzanita, buckbrush, non-native annual grasses and various other non-native plants. Blackberry thickets, willow, rushes and Valley oaks border the creeks. Six isolated elderberry bushes were found within and adjacent to the proposed right-of-way. Elderberries with stems greater than 1" diameter provide potential habitat for the Federally listed "Threatened Species", the Valley Elderberry Longhorn Beetle. The location of each elderberry bush within or near the right-of-way was triangulated with a Global Positioning System (GPS) to record the location coordinates, as noted in Table 3B of this Biological Survey.

Some portions of the project site had been altered from their natural condition by past mining activities. Found near the creek channels were tailing mounds from placer mining. An old mining ditch with white quartz and placer-mined piles are located on the northern portion of the BLM parcel. Three mines on the Silva parcel date to circa 1906 and could be impacted by Alternative A. The Excelsior Mine, shown on the next page, is about 200 feet long, runs north to south through greenstone and quartz found in the center of a hill proposed for the road right-of-way, and has an opening facing Sixmile Creek on the north. A second mine is found on a hill north of the Silva homes and south of the originally proposed Sixmile Creek crossing, opening to the west on the center of the hill, in right-of-way proposed. The third mine is located uphill of a new commercial building and has a trench leading to a tunnel under State Highway 49. Placer mining is evident in the area near the confluence of Sixmile Creek and Indian Creek.

OTHER PUBLIC AGENCIES WHOSE APPROVAL MAY BE REQUIRED:

In addition to the City of Angels and the County of Calaveras approvals, the following public agency approvals may also be required for future development of the proposed roadway, including the crossing of Angels and Sixmile Creeks and the connection to State Route 49:

TABLE 1B
Agency Permits

Permit	Agency
Federal Clean Water Act, Section 404 Permit and/or Rivers and Harbors Act, Section 10 Permit	U.S. Army Corps of Engineer, Kathy Norton, Regulatory Branch Sacramento District, 1325 "J" Street Sacramento, CA 95814-2922;
Federal Clean Water Act, Section 401 Permit	California Regional Water Quality Control Board, Region 5, 11020 Sun Center Drive #200 Rancho Cordova, CA 95670-6114

Water Quality Certification and Storm Water Discharge Permit	California Regional Water Quality Control Board, Region 5, Storm Water Permitting Unit 11020 Sun Center Drive #200 Rancho Cordova, CA 95670-6114
Streambed Alteration Agreement, State Fish and Game Code, Section 1600, et seq.	California Department of Fish and Game, Region 2, Kent Smith 1701 Nimbus Road, Rancho Cordova, CA 95670
Special Use Permit (for road construction and maintenance)	U.S. Bureau of Land Management 63 Natoma St., Folsom, CA 95630
Endangered Species Consultation, ESA, Section 7	U.S. Fish & Wildlife Service, Endangered Species Office 2800 Cottage Way, W-2730, Sacramento, CA 95825; And/or CA Dept of Fish and Game, Region 2, Kent Smith. 1701 Nimbus Road, Rancho Cordova, 95670
Burn Permits	Calaveras County Air Pollution Control District 891 Mountain Ranch Road, San Andreas, CA 95249; and/or Altaville CDF Station Highway 49 (Main Street) or P. O. Box 182 Altaville, CA 95221
Highway Encroachment Permit	Caltrans, District 10 Attn: Michael Rodrigues Right-of-Way 1976 East Charter Way, Stockton, CA 95205
Road Encroachment Permits	City of Angels Public Works Department P.O. Box 667, Angels Camp, CA 95222 (And/or) County of Calaveras Public Works Department 891 Mountain Ranch Road, San Andreas, CA 95249
Grading Permits	City of Angels Public Works Department P.O. Box 667 in Angels Camp, CA 95222 (And/or) County of Calaveras Public Works Department 891 Mountain Ranch Road in San Andreas, CA 95249

THE SURVEY

A two-day site survey was conducted during May of 2005 to determine the types of habitats that could be affected by the proposed project and the potential for occurrence of special status species within the project area. The proposed right-of-way was observed by walking the existing roadways and public parcels, as well as accompanying private landowners on their parcels. The two-day site survey also inventoried number and types of the native and

significant trees within the proposed right-of-way for Alternatives A and B. On-site vegetative habitats consists primarily of oak woodlands, non-native annual grasslands and riparian or creek side woodlands. An overstory of oaks, including Valley, live, and blue oaks is found in the on-site woodlands. An unusual, large, double trunk Morehus (Oracle) oak is also located at Finnegan Lane. The understory has scattered manzanita and buckbrush, with large areas of non-native annual grasses and various other non-native plants. The on-site grasslands are primarily non-native or alien species. The riparian zone is comprised of blackberry thickets, willow, rushes and Valley oaks bordering the creeks. Please refer to Table 3B of this report for a list of the species identified on the project site in May of 2005.

GPS

A Global Positioning System (GPS) unit with a three-meter accuracy was utilized on the project site to find the coordinates of special status species and other significant biological and cultural resources found on the project site. The GPS unit triangulated specific locations by satellite feedback. The GPS unit determined the project elevation above mean sea level ranged from 1,340 feet to 1,372 feet. The locations of special biological resources are noted in Table 3B of this report and other special resources were noted as follows:

a. Sewer manhole across road from Morehus (Oracle) Oak, GPS = N 38 03.662 & W 120 32.842 degrees;

b. Drainage culvert under Finnegan Lane to north-side seasonal creek, GPS = N 38 03.672 & W 120 32.794;

c. Old mining ditch with white quartz and placer mining on BLM, GPS = N 38 03.515 & W 120 32.363;

d. Old stamp mill and mine site on BLM, had tree fall through the roof about six years ago according to a neighbor, GPS = N 38 03.408 & W 120 32.276;

e. Mine adit above new commercial building and under Highway 49, with trench leading to tunnel under Highway 49, GPS = N 38 03.277 & W 120 32.081.

TREES

Mature and significant trees were inventoried in the proposed right-of-way for Alternatives A and B, by tree diameter at breast height (dbh = 4 ½ feet above ground level) and that inventory is noted in Table 3B below. No significant difference between Alternative A and Alternative B in the number or types of trees was noted, excepting that Alternative B would potentially impact two fewer Blue Elderberries than Alternative A. The mature and significant trees inventoried on the project site included the following 14 species of California native trees:

one (1) Big-leaf Maple;
one (1) White Alder;
six (6) Blue Elderberries for Alternative A; or,
four (4) Blue Elderberries for Alternative B;
seven (7) Incense Cedar;

three (3) Canyon Live Oak;
ninety-seven (97) Blue Oaks;
fourteen (14) Valley Oaks;
one (1) double-trunk Morehus (Oracle) Oak (rare because they, like mules, are rarely able to reproduce);
(265) Interior Live Oak;
two (2) California Black Walnut for Alternative A;
one (1) Oregon Ash;
three (3) Ponderosa Pine;
three (3) Foothill Gray Pine;
two (2) Fremont Cottonwood; and
four (4) Willow.

A total of **410** mature or significant trees may be impacted or removed for future roadway construction within the proposed road right-of-way for Alternatives A or B.

A mitigation and replanting plan for the removal of on-site trees must be developed in conjunction with the California Environmental Quality Act (CEQA) review. Prior to future roadway construction an inventory is needed of the actual trees to be removed from the project site for the actual roadway design. The inventory must be conducted by a qualified biologist, a registered professional forester, or a licensed arborist familiar with the subject trees. The methods for preserving and safeguarding trees during development near the dripline area of mature trees, includes the following measures:

- Construction techniques to allow the roots to breathe and obtain water may be required.
- Installing a high visibility tree protection fence (minimum three (3) foot high fence with metal stakes/posts at eight (8) to ten (10) foot intervals) around the dripline(s) of trees to be preserved.
- Where oak or significant sized trees may be affected by development, include a certification by a registered civil engineer, land surveyor or licensed tree specialist attesting to the accuracy of the tree trunk and dripline locations.
- The existing ground surface within the dripline of any oak or significant tree shall not be cut, filled, compacted or pared. Exceptions may be approved by the Director based on consultation with a qualified biologist, certified arborist, or registered professional engineer.
- All oak or significant trees on the project site shall be inventoried by the owner or by the contractor as to size and location on the site.
- Damage to any tree during construction shall be immediately reported to the City and the tree is required to be treated for damage.
- Oil, gasoline, chemicals and other construction materials or equipment which might be harmful to oak and significant sized trees shall not be stored under the dripline or upslope of the tree(s).
- Drains shall be installed according to City specifications so as to avoid harm to the oak or significant trees due to excess watering.
- Wires, signs and other similar items shall not be attached to oak or significant trees.

- Cutting and filling around the base of oak or significant trees shall be done only after consultation with the City, and then only to the extent authorized.
- No paint thinner, paint, plaster or other liquid or solid excess or waste construction materials or waste water shall be dumped on the ground or into any grate between the dripline and the base of the trees, or uphill from any oak or significant.
- Wherever cuts are made in the ground near the roots of oak or significant trees, appropriate measures shall be taken to prevent exposed soil from drying out and causing damage thereto. All cuts within the dripline of a tree are to be made by hand (no backhoes or graders.)
- Trimming cuts of one (1) inch in diameter and over must be covered at the time the cuts are made with a tree-seal pruning compound. All root pruning is to be done by hand.
- Oak and significant trees required to be kept on a building site and oak trees or other trees required to be planted as a condition of construction shall be maintained after completion of construction according to accepted arboricultural practices for the purpose of maintaining or furthering the health of such trees. The Director may require that drought-resistant trees be installed as an alternative to irrigated trees where appropriate.

Adoption and successful implementation of the mitigation measures identified herein will reduce all potential project biotic impacts from tree removal to a less-than significant level.

SPECIAL STATUS SPECIES

The Natural Diversity Data Base Division of State Fish and Game reports that two special status species are found within the Angeles Camp U.S.G.S Quadrangle, the Tricolored Blackbird and Button's Sierra Sideband Snail. No Tricolored Blackbirds were found on the project site. No suitable nesting habitat for the Tricolored Blackbird was found on the project site. No Button's Sierra Sideband Snail was found on the project site and no suitable habitat for the Button's Sierra Sideband Snail was found on the project site. However, the Coopers Hawks seen on the BLM and City Corporation Yard portions of the project site are listed by the State Department of Fish and Game as "California Species of Concern". The only raptor nest observed in the proposed right-of-way was a Cooper's Hawk nest found above Angels Creek on the northern fence line of the City Corporation Yard near the project site. Elderberries, habitat for a listed "Threatened" species, were also identified within the project site as discussed below.

Tri-colored Black Bird & Button's Sierra Sideband Snail

The California Natural Diversity Database (NDDB) Division of State Fish and Game reported that two special status species are found within the Angels Camp U.S. Geological Survey's (U.S.G.S.) Quadrangle, but did not indicate the presence of any special status species known in the project vicinity. The NDDB indicated that the Tri-colored Black Bird, a California Species of Concern and Federal Species of Concern protected under the Migratory Bird Treaty Act, and Button's Sierra Sideband Snail, also a Federal Species of Concern, are known to occur in the Angels Camp Quadrangle of the County. No Tricolored Blackbirds were found on the project site. No suitable open-water nesting habitat for the Tricolored Blackbird was found on the project site. Please refer to Table 2B below for a discussion of the habitat needs for special status species. No Button's Sierra Sideband Snail was found on the project site and no suitable

canyon habitat for the Button's Sierra Sideband Snail was found within the proposed right-of-way. Therefore, no impacts on Tri-colored Black Birds and Button's Sierra Sideband Snails are expected from the proposed Alternatives A or B. Other special status species may be found in similar habitats to those within the project area. Potential special status habitats for other species include various raptor and migratory songbird nesting habitats, as well as Red-legged and Foothill Yellow-legged Frog foraging habitats, and habitat for the Western Pond Turtle.

Cooper's Hawk

Cooper's Hawks were seen on the U.S. Bureau of Land Management (BLM) and City Corporation Yard portions of the project site. Cooper's Hawks are listed by the State Department of Fish and Game as a California Species of Concern and are protected under the Migratory Bird Treaty Act. The only raptor nest observed in or near the proposed right-of-way was a Cooper's Hawk nest found above Angels Creek on the northern fence line of the City Corporation Yard near the project site. No songbird nests were found within the proposed right-of-way during site inspections. However, due to the potential for these species (e.g., Cooper's Hawk, Yellow Warbler and others) to occur in the project area in the future, a preconstruction survey will be undertaken prior to any work that will occur in the proposed right-of-way during the nesting season known for special status birds identified in Table 2B. If Cooper's Hawk are found nesting in or near the project right-of-way, the project proponents shall consult with the State Department of Fish and Game for appropriate mitigation measures and no construction shall occur during the nesting season (April 15 to August 31) or until the young are fledged from the nest. If mature oak trees are removed from the project site, replacement oak saplings shall be replanted within or near the project site. These mitigating measures will prevent any

significant impact to Cooper's Hawk on the project site.

Elderberries

Additionally, six isolated elderberry bushes were found within and adjacent to the proposed right-of-way. Elderberries with stems greater than 1-inch diameter provide potential habitat for a Federally listed "Threatened" species, the Valley Elderberry Longhorn Beetle. The location of each elderberry bush within or near the right-of-way was triangulated with a Global Positioning System (GPS) to record the location coordinates, as noted in the Table 3B of this report. One of these elderberries is found next to a dirt road at the northern fence line for the City Corporation Yard. Two of these elderberries are located in a drainageway within 100 feet of the access road into the City Corporation Yard. One elderberry is located next to the power line easement on the BLM parcel. One elderberry is adjacent to a dirt road near the right-of-way proposed for Alternative A in the southern end of the project site. One elderberry is found at the edge of Highway 49 on the southern tip of Alternative A.

Future roadway design can avoid encroaching any closer to elderberry bushes that current roadways and power line facilities, excepting the projected loss of the elderberry at the southern tip of Alternative A, which would be removed for an encroachment onto State Route 49. Because all six of the identified elderberries are located near roadways and power lines,

Alternative B should create no new significant impact on the survival of these elderberry bushes or small trees. Alternative A, and possibly Alternative B, would require mitigation, pursuant to the U.S. Fish and Wildlife Service's "*Conservation Guidelines for the Valley Elderberry Longhorn Beetle*" of 1999, for removal of elderberry bushes at the southern end of the project site. The design for the future roadway shall either avoid placing new disruptions within 100 feet of known elderberry bushes with stems over 1-inch in diameter, or the project proponents shall consult with the U.S. Fish and Wildlife Service for appropriate mitigation measures for future construction impacts within 100 feet of such known elderberry bushes. Elderberry bushes shall be retained on the project site to the extent feasible. Any elderberry revegetation required by the U.S. Fish and Wildlife Service for a future roadway project shall be done at the edges of the proposed right-of-way in accordance with the U.S. Fish and Wildlife Service's "*Conservation Guidelines for the Valley Elderberry Longhorn Beetle*" of 1999.

Frogs and Turtles

No evidence of usage by Red-legged Frogs (listed Federal Threatened Species, California Special Concern Species, and California Fully Protected Species), Foothill yellow-legged Frogs (listed Federal Species of Concern, Federal Sensitive Species, BLM-Sensitive Species, California Species of Concern, and California Protected Species), or their tadpoles was found within the proposed right-of-way. No recent records of these frog species have been found for the project area. In addition, Angels Creek and Sixmile Creek are relatively swift-flowing in the project area making them less than suitable for rearing habitat for these species. Please refer

to Table 2B for habitat information on these species. Site inspections were conducted in May, when tadpoles would be expected to be found, if present. Hence, no evidence of Foothill Yellow-legged Frogs and Red-legged Frogs were found. Bullfrog tadpoles were observed in Sixmile Creek within the project site and bullfrogs are known to prey on the tadpoles of other frogs. Western Pond Turtles (listed Federal Species of Concern, California Species of Concern, and California Protected Species) were also not found, but these species have the potential to exist and forage through the project area. Therefore, a preconstruction survey to confirm absence of both frog species and the pond turtle will be undertaken prior to commencing any work to be conducted within the riparian zone for Angels Creek and Sixmile Creek.

Red-legged Frogs breed from November through early May. Their eggs take between 6 to 14 days to hatch. Their tadpoles take approximately 3.5 to 7 months to metamorphose into adult frogs. Therefore, if Red-legged Frogs are found in the project area during a preconstruction survey, the State Department of Fish and Game and the U.S. Fish and Wildlife Service must be consulted for appropriate mitigation measures, which will include that no construction activities occur in the creek riparian zones until all tadpoles have metamorphosed into adult frogs, and any riparian vegetation disturbed for future project construction shall be replanted in or near the project right-of-way to restore stream habitat values.

Foothill yellow-legged Frogs lay eggs in the period from Mid-March through May, with tadpoles metamorphosing to adults by July. Therefore, if Foothill Yellow-legged Frogs are found in the project area during a preconstruction survey, the State Department of Fish and Game and the U.S. Fish and Wildlife Service must be consulted for appropriate mitigation measures, which will

include that no construction activities occur in the creek riparian zones until all tadpoles have metamorphosed into adult frogs, and any riparian vegetation disturbed for future project construction shall be replanted in or near the project right-of-way to restore stream habitat values.

Western Pond Turtles lay eggs in riparian woodlands in the period from March through August and eggs hatch by November. Therefore, if Western Pond Turtles are found in the project area during a preconstruction survey, the State Department of Fish and Game and the U.S. Fish and Wildlife Service must be consulted for appropriate mitigation measures, which will include that no construction activities occur in the creek riparian zones until all turtle eggs have hatched into adult turtles, and any riparian woodland disturbed for future project construction shall be replanted in or near the project right-of-way to restore riparian habitat values.

The following special status species and/or their habitats were identified as potentially occurring on or near the project site in Table 2B below:

TABLE 2B
Known or Likely Special Status Species

Species Name	Acreage Needs & Reproductive Season	Federal or State Status	HABITAT CHARACTERISTICS AND ADDITIONAL INFORMATION
Cooper's Hawk (Accipter cooperi)	5 acres, Nests April 15 to August 31	MBTA, CSC, Nesting sites Audubon Blue List	Nest and foraging habitat were found. Found in blue oak, foothill gray pine, ponderosa pine, and black oak woodland zones 6,000 ft. or less in elevation. Nests in dense, mature oak woodlands, deciduous and coniferous forests, or riparian woodlands on branches near trunk. Breeding and nesting in trees with a dense canopy peaks from June to early August. Feeds in woodland edges on small to medium sized birds and some small mammals. May dive through tree canopy to capture prey.
Tricolored Blackbird (Agelaius tricolor)	1/2 acre, Nests April 1 to mid-July	FSC, MBTA BLM-SS FWS:MNBMC CSC, Nesting sites Audubon Cal WL	Not found. Breeds/nests in colonies in reeds, cattails, nettles, willows, bulrushes, and blackberries along open streams, reservoirs, ponds or marshes, with peak nesting from early May to late June at 4,000 ft. or less in elevation. Nests 1 to 12 feet above water or ground. Small populations are located in the County. Winters in the Delta area of the Valley. Feeds on insects and seeds.
Yellow Warbler (Dendroica petechia brewsteri)	1 acre, Nests March - August	CSC, Nesting sites, Audubon Special Concern	Not found. Found from blue oak savannah to mixed-conifer forests at 9,000 ft. and below in elevation. Breeding or nesting season peaks in May. Nests in low bushes of riparian thickets, especially those with willow and elderberry, along streams, lakeshores, wet meadows or shrubby meadows. May use residential gardens, montane chaparral, montane coniferous forests with manzanita or ceanothus understory and second growth woodlands. Nests 2 to 10 feet above ground. Feeds on insects and spiders.

Western Pond Turtle (Clemmys marmorata)	Young reared: Eggs laid March – Aug., hatch by November	FSC, CSC, CPS, IUCN (VU/A1cd)	Not found. Ponds, deep slow moving streams, marshes and lakes are habitat for this species at 6,000 ft. and below in elevation. However, eggs are laid in loose soil on land in oak woodlands, mixed coniferous forests, broadleaf forests and grasslands, usually within 400 feet of ponds, lakes, slow streams and marshes with vegetated borders, rocks, or logs. Eggs hatch and hatchlings emerging by November. Eggs must stay moist.
California Red-legged Frog (Rana aurora draytoni)	Stay near water Eggs laid November – May, most hatch in 2 weeks and transform to adults in 20 weeks after hatching.	FT, CSC, CFPS	Not found. Inhabits vegetated margins of quiet streams, springs, marshes, lakes and ponds, more than three feet deep at 4,500 ft. and below in elevation. Does not stray far from water source, but may enter into adjacent moist woods, grasslands or forest clearings. Breed from November through early May. Embryos tolerant of temperatures only between 48 and 70 degrees Fahrenheit. Eggs take between 6 to 14 days to hatch, the tadpoles take approximately 3.5 to 7 months to metamorphose into adult frogs, and the adult frogs take from 2 to 3 years to reach reproductive maturity. Threats include water pollution, air pollution, increased ultra-violet radiation, parasites, pathogenic fungus, viruses or bacterial diseases, competition and predation by bullfrogs, crayfish and non-native fish. Adults feed on aquatic and terrestrial insects, crustaceans, worms and snails. Tadpoles feed on aquatic vegetation. May migrate to breeding sites.
Foothill Yellow-legged Frog (Rana boylii)	Moves less than 33 feet, Eggs laid Mid-March – May, transform by July.	FSC, FSS, BLM-SS, CSC, CPS	Not found. Foothill woodlands and chaparral near streams and ponds, riparian woodlands, wet meadows, also inhabits mixed conifer forest streams, slow streams and rivers with sunny, sandy and rocky or gravelly banks at 6,000 ft. and below in elevation. Active during the day. Dive into bottom sediment when disturbed. The egg laying period for this species is Mid-March through May, with tadpoles metamorphosing to adults by July. Feed on terrestrial and aquatic invertebrates, insects, and snails. Tadpoles feed on algae and diatoms.
Valley Elderberry Longhorn Beetle (Desmocerus californicus dimorphus)	100 feet around occupied elderberries, lay eggs in spring	FT, SA, Elderberries below 3,000', IUCN (NE)	Six mature bushes were found. Young require elderberry shrubs of Central Valley and foothills up to 3,000 ft. in elevation. U.S. Fish and Wildlife Service asserts jurisdiction within 100 feet from elderberry bushes with stems 1" or greater in diameter. The beetle is not found in elderberry bushes above 3,000 feet in elevation. Prefer elderberries in riparian areas. Adults found on flowers and foliage of elderberry bushes. Larvae burrow through the pith of green stems, where it over-winters sometimes for two years. Exit holes are chewed through the stems when larvae transform into adults and emerge in spring.
Button's Sierra Sideband Snail = (Little Button Snail) (Monadenia mormonum buttoni)	Unknown	FSC, SA, IUCN (DD)	Not found. Upper Stanislaus River Canyon and watershed canyons on lands in El Dorado and Calaveras Counties at 1,500 ft. elevation.
Species Name	**Acreage**	**Federal or State Status**	**HABITAT CHARACTERISTICS AND ADDITIONAL INFORMATION**

	Needs & Reproductive Season	State Status	INFORMATION

Status Key to Table 2B:

Federal:
- **FE** = Endangered, Federal Endangered Species Act.
- **FT** = Threatened, Federal Endangered Species Act.
- **FSC** = US Fish and Wildlife Service (USFWS), Species of Concern.
- **FSS** = US Forest Service, Sensitive Species.
- **BLM-SS** = US Bureau of Land Management, Sensitive Species.
- **MBTA** = Birds protected under Migratory Bird Treaty Act.
- **MNBMC** = US Fish and Wildlife Service (USFWS) Migratory Non-game Birds of Management Concern.

State:
- **CE** = Endangered, State Endangered Species Act.
- **CT** = Threatened, State Endangered Species Act.
- **CR** = Rare, State Endangered Species Act.
- **SA** = California Natural Diversity Database special animal (May include Taxa considered endangered or rare under Section 15380(d) of CEQA guidelines; Taxa that are biologically rare, very restricted in distribution or declining throughout their range; Population(s) in California that may be peripheral to the major portion of a taxon's range, but which are threatened with extirpation in California; Taxa closely associated with habitat that is declining in California --for example, wetlands, riparian, old growth forest, desert aquatic systems, native grasslands); may apply to species at specific stages--for example, wintering, rookery, breeding, nesting.
- **SP** = California Natural Diversity Database special plant.
- **CSC** = California Department of Fish and Game Species of Special Concern (may address species at particular stage--for example, wintering, rookery, breeding, nesting).
- **CDF-SS** = California Department of Forestry and Fire Protection, Sensitive Species.
- **CFPS** = California Department of Fish and Game fully protected species, as described in Section 4700 of Chapter 8, Section 5050 of Chapter 2, Division 6, Chapter 1, Section 5515 of the California Fish and Game Code.

Other:
- **Audubon Cal WL**= Audubon Society Watch List for California declining bird species.
- **Audubon Blue List** = Audubon Society Watch List for Nationwide declining bird species.
- **CNPS** = California Native Plant Society.
- **CNPS 1A** = Plants presumed extinct in California.
- **CNPS 1B** = Plants rare and endangered in California and elsewhere.
- **CNPS 2** = Plants rare, threatened or endangered in California, but more common elsewhere.
- **CNPS 3** = Plants which may be rare or threatened, but need further scientific study.
- **CNPS 4** = Uncommon plants of limited distribution, a watch list.
- **IUCN (Code)** = World Conservation Union, governments of 181 countries and non-government agencies imperiled species codes.

Those Species actually found on the project site for Alternatives A and B are listed in Table 3B below:

TABLE 3B
Plants and Animals Found in
The Southern Greenhorn Creek Road Extension Right-of-Way

PLANTS

SCIENTIFIC NAME	COMMON NAME	FEILD NOTES
Family *ACERACEAE*		
Acer macrophyllum	Bigleaf Maple	F, AF, OW, GR, RP
Family *ANACARDIACEAE*		
Toxicodendron (=Rhus) diversilobum	Poison Oak	F, BLM, CCY, S, RP, OW, skin irritant
Family *APIACEAE*		
Anthriscus caucalis	Bur-chervil	Alien, CCY, S, OW, GR
Osmorhiza chilensis	Sweet Cicely	CCY, OW
Sanicula bipinnata	Poison Sanicle	BLM, S, GR, Toxic
Sanicula bipinnatifida	Purple Sanicle (Shoe Buttons)	F, OW
Family *APOCYANACEAE*		
Vinca major	Greater Periwinkle	Alien, CCY, RP, seasonal stream by sludge ponds
Family *ASTERACEAE*		
Achyrachaena mollis	Blow-wives	F, GR
Agoseris heterophylla	Woodland Agoseris	F, S, GR, OW
Artemisia douglasiana	Mugwort (Turkey-foot Sage)	S, RP
Aster chilensis	Chilean Aster	S, GR
Chamomile suaveolens	Pineapple Weed (Rayless Chamomile)	CCY, GR
Cirsium arvense	Canada Thistle	F, BLM, S, RP, OW
Crocidium multicaule	Spring Gold	F, S, GR
Gnaphalium sp.	Cudweed	F, GR
Grindelia camporum	Great Valley Gumplant	S, BLM, GR
Hypochaeris glabra	Smooth Cat's-ear	F, GR
Madia gracilis	Slender Tarweed	F, BLM, GR
Microseris laciniata	Cutleaf Microseris	F, AF, BLM, S, GR
Silybum marianum	Milk Thistle	Alien, CCY, S, OW
Sonchus asper	Prickly Sow Thistle	Alien, F, CCY, GR
Family *BETULACEAE*		
Alnus rhombifolia	White Alder	AF, RP

Family *BORAGINACEAE*		
Amsnickia menziesii var. intermedia	Rancher's Fireweed fiddleneck	F, GR, toxic to livestock, liver damage
Plagiobothrys tennellus	Slender Popcorn Flower	F, BLM, S, GR
Family *BRASSICACEAE*		
Brassica geniculata	Field Mustard	Alien, CCY, S, GR
Brassica nigra	Black Mustard	Alien, CCY, GR
Capsella bursa-pastoris	Shepard's Purse	CCY, GR
Lepidium campestre	Poorman's Peppergrass	Alien, F, GR
Raphanus sativus	Wild Radish	Alien, F, GR
Thysanocarpus curvipes	Lacepod Peppergrass	F, BLM, OW
Family *CAPRIFOLIACEAE*		
Sambucus mexicana	Blue Elderberry	F, AF, CCY, BLM, S, RP, OW, GR, **Habitat for Federally listed Threatened Species** with stems > 1" diameter: (GPS = N 38 03.556 & W 120 32.532 degrees at north fence CCY); (2 GPS = N 38 03.537 & W 120 32.452 seasonal stream and another across seasonal stream near driveway CCY); (GPS = N 03.444 & W 120 32.316 under north side BLM power lines with 3/8" healed holes in last years growth); (GPS = N 38 03.250 & W 120 32.133 by old Silva powder house driveway); (GPS 38 03.258 & 120 32.085 at Highway 49 r-o-w and vineyard)
Symphoricarpos albus var. laevigatus	Snowberry	CCY, OW, above banks of Angels Creek
Family *CARYOPHYLLACEAE*		
Cerastium fontanum ssp. vulgare	Mouse-ear Chickweed	Alien, F, GR
Silene gallica	Common Catchfly	Alien, F, GR
Stellaria media	Common Chickweed	Alien, F, CCY, OW, RP
Family *CUCURBITACEAE*		
Marah fabaceus	California Man-root (= Wild Cucumber)	CCY, OW, RP
Family *CUPRESSACEAE*		
Calocedrus decurrens	Incense Cedar	F, S, OW, dbh = 5 @ 8", 1 @ 10", 1 @ 12"
Family *ERICACEAE*		
Arctostaphphylos viscida ssp. mariposa	Mariposa Manzanita	F, OW, Berries edible

Family *EUPHORBIACEAE*		
Eremocarpus setigerus	Turkey Mullein	Alien
Family *FABACEAE*		
Lotus corniculatus	Birdfoot Trefoil	Alien, F, GR
Lupinus benthamii	Bentham's Spider Lupine	F, CCY, GR
Lupinus bicolor	Miniature Lupine	S, GR
Lupinus microcarpus var. densiflorus	White Chick Lupine	S, GR
Medicago polymorpha	Bur-clover; Bur-medic	Alien, BLM, GR
Trifolium pratense	Red (Rose) Clover	Alien, F, CCY, S, GR, OW, RP
Trifolium tridentatum (willdenovii)	Tom Cat Clover	F, GR
Vicia sativa sativa	Common Vetch	Alien, F, CCY, BLM, S, GR, OW, edible seeds
Vicia villosa	Winter Vetch	Alien, F, GR, OW, edible seeds
Family *FAGACEAE*		
Quercus chrysolepis	Canyon Live Oak	F, OW, dbh = 1 @ 8", 1 @ 10", 1 @ 27"
Quercus douglasii	Blue Oak	F, CCY, BLM, OW, dbh = 7 @ 4", 56 @ 6", !0 @ 8", 8 @ 12", 2 @ 14", 7 @ 15", 4 @ 18", 3 @ 24"
Quercus lobata	Valley Oak	F, AF, BLM, S, RP, OW, dbh = 3 @ 10", 3 @ 14", 1 @ 16", 1 @ 18", 1 @ 22", 3 @ 24", 1 @ 30", 1 @ 33"
Quercus morehus	Morehus (Oracle) Oak	F, OW, unusual named hybrid, black oak x live oak, dbh = double trunk @ 10" & 14", (GPS = N 38 03.662 & W 120 32.842 degrees)
Quercus wislizenii	Interior Live Oak	F, CCY, BLM, OW, dbh = 52 @ 4", 174 @ 6", 10 @ 7", 87 @ 8", 27 @ 10", 8 @ 12", 2 @ 15", 2 @ 18", 2 @ 24", (1 @ 54" GPS = N 38 03.678 & W 120 32.767 degrees)
Family *GERANIACEAE*		
Erodium circutarium	Red-stem Filaree (Storksbill)	Alien, F, BLM, S, GR
Erodium moschatum	White-stem Filaree (Storksbill)	Alien, F, CCY, S, GR
Geranium molle	Dove's Foot Geranium	Alien, F, CCY, BLM, S, GR, OW
Family *HIPPOCASTANACEAE*		
Aesculus californica	California Buckeye	AF, GR
Family *HYDROPHYLLACEAE*		
Nemophila heterophylla	White Nemophila	CCY, OW
Phacelia sp.	Phacelia	BLM, GR
Family *JUNCACEAE*		

Juncus sp.	Rush	F, S, RP, found north of Finnegan Rd in seasonal creek bed and Sixmile Creek bank
Family *JUGLANDACEAE*		
Juglans californica	California Black Walnut	S, GR, RP
Juglans regia	English (Persian) Walnut	S, GR, grafted to black walnut base
Family *LAMIACEAE*		
Stachys sp.	Hedgenettle	F, BLM, OW
Family *LILIACEAE*		
Calochortus albus	Fairy Lanterns (White Globe Lily)	CCY, OW
Calochortus monophyllus	Gold-ears Mariposa Tulip	F, OW
Calochortus superbus	Superb Mariposa Tulip	S, GR
Chlorogalum pomeridianum	Wavy-leaf Soap Plant	Natural soap bulb, brush from bulb coat.
Dichelostemma capitatum (= D. pulchellum)	Blue Dicks	F, GR, Bulbs edible
Dichelostemma volubile	Twining Snake Lily (Brodiaea)	BLM, S. OW
Tritelia hyacinthina	White Hyacinth (Brodiaea)	F, BLM, S, GR, OW
Tritelia laxa	Ithuriel's Spear (Wally Basket)	BLM, OW, Edible bulbs
Family *MALVACEAE*		
Malva neglecta	Common Mallow (Cheeseweed)	CCY, GR
Family *OLEACEAE*		
Fraxinus latifolia	Oregon Ash	AF, RP, Banks Angels Creek
Family *PINACEAE*		
Pinus ponderosa	Ponderosa Pine	F, OW, dbh = 1 @ 4", 2 @ 12"
Pinus sabiniana	Foothill Gray (Bull, Ghost) Pine	F, S, OW, Seeds are edible, dbh = 1 @ 4", 2 @ 10"
Family *PLANTAGINACEAE*		
Plantago lanceolata	English Plantain	Alien, S, GR
Plantago major	Common Plantain	Alien, F, GR
Family *POACEAE*		
Aira caryophyllea	Silver European Hairgrass	Alien, BLM, GR
Avena barbata	Slender Wild Oats	Alien, F, BLM, S, GR
Avena fatua	Common Wild Oats	Alien, F, BLM, S, GR
Briza minor	Small Quaking Grass	F, BLM, GR
Bromus arenarius	Australian Chess	Alien, F, CCY, S, GR, OW
Bromus diandrus	Ripgut Brome Grass	Alien, F, S, GR
Bromus madritensis	Foxtail Chess	Alien, F, CCY, GR
Bromus rubens	Red Brome	Alien, F, CCY, BLM, GR
Festuca rubra	Red Fescue	F, BLM, GR

Holcus lanatus	Common Velvet Grass	Alien, BLM, GR
Hordeum murinum	Foxtail Barley	Alien, F, GR
Lolium multiflorum	Italian Ryegrass	Alien, F, CCY, BLM, S, GR
Lolium perenne	Perennial Ryegrass	Alien, F, GR
Family *POLYGALACEAE*		
Polygala cornuta	Milkwort	CCY, OW
Family *POLYGONACEAE*		
Rumex crispus	Curly Dock	Alien, F, RP
Family *POLYPODIACEAE*		
Polypodium calirhiza	Polypody Fern	CCY, OW, rock outcrop above Angels Creek
Family *PORTULACACEAE*		
Claytonia (Montia) perfoliata	Miner's Lettuce	F, OW, Road cut; edible leaves and stems
Family *PRIMULACEAE*		
Anagallis arvensis	Scarlet Pimpernel	Alien, S, GR
Family *PTERIDACEAE*		
Pentagramma triangularis ssp. triangularis (=Pityrogramma t.)	Goldenback Fern	F, OW, Road cut
Family *RANUNCULACEAE*		
Ranunculus occidentalis	Western Buttercup	F, BLM, OW, RP, Road cut & creek
Ranunculus muricatus	Prickleseed Buttercup	Alien, F, S, RP
Family *RHAMNACEAE*		
Ceanothus cuneatus	Buckbrush (Wedge-leaf) Ceanothus	BLM, OW, GR
Rhamnus tomentella	Hoary Chaparral Coffeeberry	F, CCY, BLM, S, OW, Toxic
Rhamnus crocea	Redberry	F, BLM, OW
Family *ROSACEAE*		
Prunus sp.	Wild Cherry	Alien, F, GR
Rubus discolor (=R. procerus)	Himalayan Blackberry	Alien, F, AF, S, RP
Family *RUBIACEAE*		
Galium aparine.	Goose Grass Bedstraw	Alien, F, OW
Galium parisiense	Wall Bedstraw	Alien, CCY, BLM, OW
Family *SALICACEAE*		
Populus fremontii	Fremont (Alamo) Cottonwood	S, RP
Salix sp.	Willow	AF, S, RP, creek banks
Family *SAXIFRAGACEAE*		
Lithophragma bolanderi	Bolander's Woodland Star	F, S, OW

Family *SCROPHULARIACEAE*		
Castilleja lineariloba	Pallid Owl Cover	S, GR
Mimulus guttatus	Seep-spring Monkeyflower	S, RP, Banks Sixmile Creek
Triphysaria eriantha	Butter and Eggs Owl Clover	S, GR
Veronica anagallis-aquatica	Water Speedwell	Alien, CCY, S, RP, seasonal drainage by sludge ponds and flood plain for Sixmile Creek
Family *URTICACEAE*		
Urtica dioica	Stinging Nettle	AF, RP, Banks Angels Creek
Family *VERBENACEAE*		
Verbena lasiostachys	Western Verbena	F, BLM, S, GR
Family *VISCACEAE*		
Phoradendron villosum	Oak Mistletoe	F, AF, BLM, OW, Partial parasite.
Family *VITACEAE*		
Vitis vinifera.	Wine Grapes	Alien. S, Vineyard
SCIENTIFIC NAME	**COMMON NAME**	**FEILD NOTES**

ANIMALS

SCIENTIFIC NAME	**COMMON NAME**	**FEILD NOTES**
MAMMALS		
Odocoileus hemionus ssp. columbianus	Black-Tailed Mule Deer	BLM, OW
Mephitis mephitis	Striped Skunk	S, OW
Sciurus griseus	Western Gray Squirrel	F, OW
Spermophilus beecheyi	California Ground Squirrel	BLM, GR
Urocyon cinereoargenteus	Gray Fox	BLM, GR
BIRDS		
SCIENTIFIC NAME	**COMMON NAME**	**FEILD NOTES**
Accipiter Cooperii	Cooper's Hawk	BLM, CCY, seen diving through trees in OW, RP nest in live oak by Angels Creek, north fence of City Corp Yard. **California Species of Concern,** (Nest GPS = N 38 03.556 & W 120 32.532 degrees)
Aphelocoma coerulescens	Scrub Jay	F, OW
Buteo jamacensis	Red-tailed Hawk	CCY, OW
Callipepla californica	California Quail	F, OW
Calypte anna	Anna's Hummingbird	BLM, OW
Carduelis psaltria	Lesser Goldfinch	F, BLM, GR, dead female at stamp mill on BLM
Carpodacus mexicanus	House Finch	CCY, OW
Cathartes aura	Turkey Vulture	CCY, BLM, OW

Chamaea fasciata	Wrentit	BLM, OW
Charadrius vociferus	Killdeer	F, RP
Colaptes auratus	Northern (= Red-shafted) Flicker	
Corvus corax	Common Raven	BLM, OW
Dendroica coronata	Yellow-rumped Warbler	F, OW
Hirundo rustica	Barn Swallow	BLM, OW
Melanerpes formicivores	Acorn Woodpecker	F, OW
Meleagris gallopavo	Wild Turkey	CCY, OW, 2 seen at gate
Parus inornatus	Oak (= Plain) Titmouse	F, CCY, OW
Pipilo erythrophthalmus	Spotted (= Rufous-sided) Towhee	BLM, OW
Pipilo fuscus	Brown (= California) Towhee	BLM, OW
Piranga ludoviciana	Western Tanager	CCY, OW, dead male near sludge ponds
Psaltriparus minimus	Common Bushtit	BLM, OW
Sayornis nigricans	Black Phoebe	S, RP, Sixmile Creek
Turdus migratorius	Robin	F, OW
Tyrannus verticalis	Western Kingbird	F, OW
Zenaidura macroura	Mourning Dove	F, OW
REPTILES & AMPHIBIANS		
Crotalus viridis	Pacific Western Rattlesnake	BLM, OW, near mining relics
Sceloporus occidentalis	Western Fence Lizard (= Blue-belly Fence Lizard)	BLM, GR
Hyla regilla	Pacific Tree (Chorus) Frog	F, OW
Rana catesbeiana	Bullfrog Tadpoles	S, RP, Sixmile Creek
INSECTS		
Lepidoptera		
Basilarchia lorquini	Lorquin's Admiral Butterfly	F, RP
Coenonympha california	California Ringlet Butterfly	F, BLM, GR
Colias sp.	Sulphur Butterfly	S, RP
Hemerocampa vetusta	Western Tussock Moth	BLM, CCY, OW
Junonia coenia	Buckeye Butterfly	F,S, GR
Pieris protodice	Cabbage White	CCY, GR
Malacosma californicum	California Tent Caterpillar Moth	CCY, OW
Vanessa cardui	Painted Lady (= Thistle Butterfly)	F, OW
Other Insect Families		
Coccinella novemnotata franciscana	Ladybug	CCY, OW
Enallogma cyanigerum	Circumpolar Bluet Damselfly	F, RP
Libellua saturata	Red Skimmer Dragonfly	S, RP

Microcentrum californicum	California Katydid	BLM, GR
Scambus hispae	Red-Tailed Ichneumon Wasp	F, GR
OTHER INVERTEBRATES		
Ixodes pacificus	California Black-eyed Tick	BLM, OW
SCIENTIFIC NAME	**COMMON NAME**	**FEILD NOTES**

TABLE 3B KEY TO FIELD NOTES:

RIGHT-OF-WAY AREA

F = Finnegan Lane vicinity parcels
AF = Parcels between Angels Creek and F
CCY = City Corp Yard parcels
BLM = BLM parcel
S = South end parcels near Highway 49

HABITAT TYPE

OW = Oak Woodland
RP = Riparian/wetland
GR = Grasslands
D = Developed areas

dbh = tree diameter at breast height (4 ½' high) for mature native tree

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